

boundary it shall be compelled to operate on such a small scale that the present generation will receive very small advantage from the immense wealth of the Province, and the development of the country in this direction shall be retarded. Under this view it is inconceivable that there will be any objection to the consent of Parliament being granted to the Coal Company to build a line from their mines, over which to ship their products to the boundary. They propose to build it with their own money, and do not ask a dollar of public assistance.

If the Crow's Nest Company knew its business it would demand a subsidy of \$12,210 a mile for that road to the boundary. It would then look like an old and tried acquaintance.



TORONTO WEEKLY SUN.

Representatives of every Board of Trade in eastern British Columbia the other day passed a set of resolutions in favor of free trade in railways, that is to say, to permit railways to build into British Columbia from the United States. This following the Manitoba Railway bargain shows the west to be in revolt against Canada's time-honored railway policy. Though the Canadian Pacific Railway and commercial and manufacturing interests of Toronto and Montreal might for a time prevail it was always clear that sooner or later the young communities of the West would break their fetters. Though hard pressed by interested parties, the Dominion Parliament will scarcely refuse a second time to permit a railway to be built into British Col-