

Railway is seeking to extend into British Columbia, and that it will be dangerous to refuse it the privilege.

Those who oppose granting the desired charter are bound to show why British Columbia, above all the Provinces of the Dominion, should be denied independent access by rail to the United States. The Canadian Pacific, the Grand Trunk and the Canada Atlantic roads all run into the United States; the Michigan Central crosses part of Ontario; one of the New York lines runs a branch from Cornwall to Ottawa; the Northern Pacific has hundreds of miles of road in Manitoba; it is preposterous to deny to British Columbians the same freedom of outlet, especially as no financial aid is sought for the proposed line.



#### *KINGSTON WHIG.*

Canada is interested in the legislation which the Commons has in hand, and which affects the railways and their development of the west. So few realized what the wealth of the Crow's Nest Pass Coal Company is, that surprise was expressed at the statement of the President, that there are within the territory owned by the Company about twenty million tons of coal, and that the supply is, therefore, practically inexhaustible. The development of this wealth is necessarily slow because of the difficulty or expensiveness of transportation. The Company has over eight hundred men at work. It operates over three hundred ovens. The expenditure last year was about a million dollars.