

time of building and of Government control as to rates, the Canadian Pacific Railway Company be given the preference over the proposed Kettle River Valley Railway Co.' "

It was moved, in amendment, that the following resolution be adopted, viz. :—

"Whereas, this Board at the time of the disallowance of Manitoba railway charters took strong ground against such action and interference and advocated freedom in railway building and opposed the interference of outsiders in the purely local affairs of the Province.

"And whereas, the Kettle River Valley Railway is local to the Province of British Columbia, the Board considers that they should not in any way interfere to prevent the fullest and most free development of that province by opposing free railway intercourse of that Province with the adjoining States, at whatever point may be found advantageous to the said Province.

"Therefore, this Board desires to be placed on record as strongly in favor of granting a Charter to this railway, particularly as it is proposed to build the road without any aid from the public."

After considerable discussion, and a vote being taken, the amendment was declared to be carried.

In March a communication was received from the Board of Trade at Grand Forks, British Columbia, asking this Board to endorse the application of Mr. D. C. Corbin for a charter for the Kettle River Valley Railway. The Council informed the Grand Forks Board of Trade of the action taken by this Board on the 21st February.