

tilly, but after careful consideration. Knowing that the proposed railway connection between the Crow's Nest Pass coal fields and the American markets was to be discussed, the Boards of Trade appointed delegates whose views on that question were in harmony with the public interest. It is significant that the Nelson Board of Trade was careful to instruct its delegates to support the resolution favoring the charter. The ridiculous pretence of alarm in Nelson lest all the coal and other wealth be carried away by the proposed railway is well understood here, but it may have the effect in the East intended by its promoters. The voice of the business community, of the men of standing who have financial interests at stake in Nelson, should be accorded more weight than the ridiculous alarms energetically circulated for eastern consumption. The Associated Boards of Trade did not adopt a compromise resolution acceptable to all parties, as such bodies often do when opinions are divided and important public or private interests are in conflict. They made the declaration in favor of the proposed railway as clear and emphatic as it could be made. The preamble set forth that interested parties were endeavoring to create the impression that railways into the Province from the United States were inimical to the mining and smelting interests, and that opponents of competitive railways had proclaimed that the mining and smelting interests of the Province were opposed to the chartering of such railways. That is an eminently fair statement of the proposition, and it would be well if it were as