

Yeas—Messrs. Booth, Hall, Robertson, Clifford, McBride, Baker, Eberts, A. W. Smith, Bryden, Ellison, McPhillips, Irving, Helmcken.—13.

Nays—Messrs. Semlin, Cotton, Joseph Martin, Higgins, Macpherson, R. Smith, J. M. Martin, Tisdall, Deane, Hume, McKechnie, Kellie, Kidd, Kinchank, Helgesen, Munro, Green, Neill, Henderson, Wells.—20.

NOTE.—Although in the above vote the Government majority appears as seven, it should be noted that three members of the Opposition, namely, Messrs. Turner, Pooley and Dunsinuir, were absent. If their vote had been given, the Government majority would have been only four.

APPENDIX D.

EDITORIALS FROM THE "NEWS-ADVERTISER," "COLONIST," AND "GLOBE" NEWSPAPERS.

A VERY SATISFACTORY VOTE.

The Railway Subsidy Repeal Bill has passed its second reading by more than the usual party majority, the votes on the division standing 20 in favor of the Government measure, and only 13 in opposition thereto. The result is admittedly in large part due to a forcible and convincing speech delivered by Mr. Cotton, speaking as Finance Minister of British Columbia, and in such capacity accepting the fullest responsibility for a measure which should relieve the finances of the Province from a large contingent cash liability, certainly insufficiently secured—to say the least of it—in regard to the resulting public benefit. Mr. Cotton showed to the satisfaction of a considerable majority of the members of the Legislature present, that the Provincial Government's policy is by no means one of opposition to railroad expansion in British Columbia. It will, on the contrary, encourage such extension when useful proposals are made by men who themselves mean railroad building and working. But it will not vote any very large sums of public money to mere intermediaries, risking and spending the veriest minimum themselves, and as a rule making most of their small expenditure, not on work directed towards construction, but on correspondence, travelling, wire-pulling, lobbying, and other efforts, intended in effect to secure, and thereafter negotiate a transfer of the Provincial charter rights and subsidies on terms involving the retention by themselves, as profits, of a larger or smaller proportion of such cash or land subsidies.

What British Columbia needs as regards railroad extension is not the services of the "honest broker," who makes a business of acquiring and selling railroad charters and subsidies, but the work of actual line constructors and after operators. When such men "talk business," and make offers which embody the giving of sufficient return values to the Province, there is no doubt that such offers will be well, and when possible, favourably considered by British Columbia's administration. Such return consideration has certainly not been given to British Columbia in many instances of the past, and Mr. Cotton was easily able to show, when Colonel Baker unwisely interrupted him in the course of a reference to the history of the Crow's Nest Pass Railroad project, that a very large proportion of the Provincial coal land concessions then made passed into hands of mere charter vendors and their associates, realising for them a profit, not yet capable of full estimation, but likely to rise to a value of several million of dollars. Yet the Crow's Nest charter vendors never constructed a single mile of railroad, nor did they expend, on preliminary efforts in that direction, more than a very moderate sum, the Canadian Pacific Railroad in the end obtaining the charter granted on terms which left the speculators in possession of enormous values in coal lands granted by the Province in return for the building of the railroad. Can any one doubt that in the case of the Crow's Nest Railroad the Province could have made a better direct bargain with the Canadian Pacific Company, and have retained, for the benefit of British Columbia much, if not all, of the intermediaries' huge profits as represented by such coal lands as they and their associates succeeded in retaining when they made their deal with the great Railroad Company?

Instances like this, as also certain peddling transactions attempted at Ottawa in connection with the charter rights of the Vancouver, Victoria & Eastern project, amply justifies the withdrawal, under the Repeal Bill, of conditional offers of subsidy made in connection with the Coast & Kootenay and British Pacific Railroad projects respectively.

The subsidies have in neither case been earned, nor become legally nor morally due, and Mr. Cotton declared the passing of the Repeal Bill leaves it perfectly open for the Provincial Government to consider on its merits any practical proposal made intending actual