

and is to be followed, it is believed, by a French line to Halifax, at a probable cost of \$7,500,000; and as these lines, like the locating and running of the Intercolonial Railway—at an enormous loss—are almost exclusively for the benefit of Halifax and of a trio of politicians, and their following of a corporal's guard, it is high time that every section of the Dominion, more especially New Brunswick, should clearly understand the preposterous claims of the said trio, and of their favorite port, and their reprehensible methods of carrying out their plans, and should seek by every available means to defeat them.

5. As far as the act of Union required, the Intercolonial Railway was completed when connection was made with Riviere du Loup, St. John and Halifax; but, as far as the said trio are concerned, it probably never will be finished as long as it can be made the means of raiding the treasury of the Dominion for political purposes.

6. For years Cape Breton had appealed in vain to its Local Government for railway facilities. These fruitless efforts would doubtless have continued to the present, had not the said trio seen in the proposed Oxford-New Glasgow-Sydney 250 mile railway and the duplicate Pictou branch an opportunity to secure, in connection therewith, from the Government chest an inexhaustible reptile fund.

7. This railway was started in 1882 as a *private* road, with the usual local subsidy. This subsidy was from time to time increased, Louisburg instead of Halifax was to be the port of call; but at a certain stage the mask was thrown off, the company was crowded out, the road was made a Government work, Louisburg, after serving as a decoy duck, was abandoned, Halifax was confirmed as the port of call, and Sydney, an ice-obstructed port, instead of Louisburg, an ever-open harbor, was made the terminus; and the Dominion was hoodwinked, beyond