

Syndicate that it will be done. On the contrary, the intention is clear to abandon this line, first, because the Government do not wish to pay out the remaining \$345,000 of subsidy, and second, because the Syndicate cannot raise funds sufficient to construct the line, and carry out the other parts of their programme.

There is another matter to which it may be well to direct public attention. It was casually announced some time ago that the usual formal notice had been given that application would be made to the Dominion Parliament, in its coming session, for an Act to incorporate the Nova Scotia Railway Company, and it is more than likely that little, if any, importance was attached to this. But, unless it is very carefully looked into and guarded against, this may be found to be of the most serious importance to the Province eventually, because it would have the effect of taking the Syndicate and the Syndicate lines, (either because they will have been declared to be "for the general benefit of Canada," or as "connecting two or more of the Provinces,") entirely out of the legislative control of the Provincial Government and Legislature. In this way the Nova Scotia Railway Act of 1880, and the Amendment Act of 1881 which was so carefully elaborated with a view to protect the public interests, as was supposed, will have become so much waste paper. The Syndicate will thus pass from the control of the Provincial Legislature, and its Railway Act, to the control of the Dominion Parliament, and the "Consolidated Railway Act 1879," and amendments. The latter Act provides that the tolls (that is, the fares and rates,) shall be approved by His Excellency the Governor-in-Council, and shall be subject to limitation and deduction from time to time, always provided that such reduction cannot be enforced so as to establish rates lower than will "produce ten per cent. per annum profit on the capital" expended in constructing any railway. Therefore, as it is perfectly obvious that as existing fares and rates are so low now that even working expenses cannot fairly be earned, the contemplated transference of the Syndicate lines from the control of the Local to that of the Dominion Legislature will enable the Syndicate, if necessary, (and it will be necessary) enormously to increase these, so as, if possible, to earn some surplus over working expenses. This must be clear to everyone; but, what is not so clear, or immediately apparent, is that Mr. Plunkett and "his associates" have schemed to get from Nova Scotia every possible aid, subsidy and concession, and, having secured this, intend by other legislation to take the railways out of Nova Scotian Legislative control. Will this be permitted?

It w  
existing  
been th  
visable  
rather t  
than \$-  
whatev

This  
people  
it shal  
their p  
deserv  
questi

1.  
upon  
2.  
purch  
the E  
Fund  
3  
cons  
4  
Pro  
rail  
mon  
sur  
of \$

tha  
ret  
Pr

ad  
di  
w  
P  
c  
in  
\$