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SOME ADDITIONAL REMARKS
ON
THE NOVA SCOTIA RAILWAY SYNDICATE,
By **JOHN SMITH.**

The pamphlet which I recently published on the original contract with the Syndicate met with a gratifying measure of success, and has helped to direct general attention to the details and practical effect of the proposed scheme. No criticism worthy of the name has appeared or been attempted. The main propositions remain intact and unassailable. In some instances abuse has been substituted for argument, and mere contradiction for proof. In a matter so gravely affecting the public interests my appeal is to the intelligence and common sense of the community; mere invective in reply is alike beneath contempt or notice. Whether I write anonymously or not is entirely beside the question; the point of real moment is,—are the facts and arguments true, and the conclusions drawn from them legitimate and reasonable? To prevent misconception I may here say that I have not written a single line on this subject for the press. My sympathies have always been and continue to be with the great liberal-conservative party, but I will not follow a mistaken wing of it in an attempt to saddle the Province with a scheme which is demonstrably certain *to imperil its revenues and add to the burdens of the people.*

The Act which is intended to give vitality and effect to the contract is now before the public, and Mr. Holmes has said all that could be said in its favor. No more cumbrous, and, to ordinary readers, confusing a piece of legislation has ever been submitted to the House. Had it been framed with the express purpose of obscuring its scope and intent, and mystifying the public, with its complicated references to the Agreement, Receipt, Charter, Provisional Company, Chartered Company, &c., it could not have been more successfully done. On its face it bears the stamp of patchwork, and is evidently an English composition glossed over with some thin layers of Nova Scotian amendments. A brief attempt will be made to elucidate it somewhat.

The "Provisional Company" is E. W. Plunkett and his associates of the Western Counties Company or others.

The "Chartered Company" is such a Company as he may succeed in inducing to take over from him, and carry out the provisions of his Agreement with the Government.

The "Act of Incorporation," with its imposing array of aristocratic names, is mere *provisional* and *prospective* legislation. It

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