

deserves a better passenger station than it has. I am glad to see that the government is recognizing the requirements of the road, and I trust they will give Stellarton a building that will be suited to the large passenger traffic that passes that point. The fact of a certain change in the management of the road may have diverted some business from the town of Truro, and that we have to regret, although, I suppose, it is of benefit to the county which I have the honour to represent. But, that is not a reason at all why Stellarton should be denied what are its rights. I travel around Canada a good deal, and I really do not know of any place, considering its size, where you see such a thronging passenger traffic. There are a great many trains in the course of a day between Stellarton and New Glasgow and they are all filled and very often crowded. I have no doubt there is no part of the Intercolonial Railway that pays as well as the small section in the vicinity of New Glasgow and Stellarton. I presume that it is the intention of the government, judging by this vote, to put up a decent station building at Stellarton. I am very glad that they are making this provision.

Hon. Mr. ROSS (Victoria, N.S.). I can bear testimony to what the hon. member for Pictou (Mr. Bell) has said. Last January and the January previously, I passed some hours at Stellarton station, and it is as shabby a railway station as a person could see. There is no comfort for the passengers in it, and it badly requires to be put on a modern footing. I was pleased at the remarks made by the hon. member for Colchester (Mr. Gourley) about that higher education which permeates the whole province of Nova Scotia, and that of course explains the large number of Liberal members that are returned from Nova Scotia to support the present government.

Mr. FOWLER. I call the attention of the minister, and of the general manager of the Intercolonial Railway who is on the floor of the House to the barn-like structures that are being put up as stations along the Intercolonial Railway. They might have been well enough forty years ago, but they are out of date to-day. They are a disgrace. On other lines of railways you see artistic stations, pleasing to the eye, but when you approach some of those new Intercolonial Railway stations you do not know whether they are farm barns or what. At a very slight additional cost, and perhaps at no additional cost, artistic buildings could be erected which would be a credit to the road. This is a thing the management should attend to. Of course this criticism does not apply to expensive structures; the station at Moncton for example, is a very handsome building and so is the station at Amherst, but I refer to the smaller stations, and there is no excuse whatever for building them in their present style. In my county there

have been several new stations erected in the last few years, and there seems to be an entire lack of taste in the architect who designed them. If a nice artistic building is put up the person in charge would take a pride in it and in the grounds around it. Any one who has travelled on railways in western Canada or in the United States must be charmed with the ornate appearance of the small stations and their surroundings. It adds much to the appearance of the country and strangers are much impressed, just as they are disenchanted when they see these hideous barn-like structures which characterize the line of the Intercolonial Railway.

The MINISTER OF FINANCE. The hon. gentleman has appealed to my artistic taste, but, I am told that some of these stations are copied from models on the lines of railway which he commends so highly. However, if the great railways of the United States are deficient in taste, that is no reason why we should be. It is possible to put up a small building of artistic design, and I should be glad to have the attention of the engineers and architects drawn to it, so that we may do better.

Mr. FOWLER. If they copied from models in the United States they have selected the wrong railways to imitate. The stations on lines running out of Boston are in marked contrast to the stations on the Intercolonial Railway, in the vicinity of St. John, for instance.

Mr. BLAIN. Could the Minister give us a statement of the details of the \$32,000 expended at Stellarton last year?

The MINISTER OF FINANCE. The accounts for the year are not closed, but the manager tells me the money was chiefly expended for yard room, and some of it for finishing an engine-house previously commenced.

Mr. FOWLER. Was it for the purchase of land?

The MINISTER OF FINANCE. Some portion of it was for land. I have not the figures of the quantity, but it was not a large sum.

Mr. BLAIN. Was a new building put up last year?

The MINISTER OF FINANCE. A building which had been begun before was finished.

Mr. FOWLER. How was the land purchased?

The MINISTER OF FINANCE. Valuers were appointed, and it was purchased at the price they put upon it.

Mr. FOWLER. Have you an official valuator?