

Hon. Mr. HAGGART. I thought it was a temperance town.

Mr. GOURLEY. I have wondered if that is not the attraction which causes members of the government to treat Truro with great deference in stopping there for a few hours. It has become a crying shame that every vote is given for Stellarton, and that that town is being built up at the expense of Truro. We have a miserable station at Truro. The government have a large railway property there and, while the rest of Truro is made beautiful these large railway grounds are permitted to have anything but an aspect of cleanliness or beauty, and the result is that the town is disfigured. We tried to improve these grounds a few years ago, but we were prevented, and the railway will not improve it. The station is a laughing-stock as far as railway accommodation is concerned, and as far as the requirements of travel from and to Truro are concerned. The point I am chiefly desiring to urge now is that the government should reconsider this whole question of Stellarton. It was done purely as a political move, and the result of it is that they have prevented the town of Truro from being the headquarters of the Cape Breton branch, from which it should be managed, and from which it had been managed very largely since the building of the Cape Breton branch. Then, the government decided upon a change, and during the last four or five years Truro has been passed by and an abnormal terminal point has been established at Stellarton, from which the Cape Breton branch of the Intercolonial Railway has been managed, with the result that there has been a lessening of population, wealth and of business in the town of Truro. I ask the hon. Minister of Finance to look into this matter and attempt to cure this grievance. I have no doubt he will receive some assistance from his officials, because I have no doubt that his officials at Moncton, as well as the deputy minister, have received many petitions and communications with reference to this matter, because the people of Truro, a few years ago, endeavoured to impress the government with the iniquity of the whole proceeding and to have it corrected. I hope that will be accomplished. I could not allow this vote to pass without making these representations as strong as I could. I can assure the hon. gentleman that when a change of government comes, which would not, from the state of public opinion, I think, be considered very far away, we shall have to make a prompt and immediate change if it does not occur before that time.

Mr. BELL. I feel sure that my hon. friend from Colchester (Mr. Gourley) has not considered this matter as fully as he should have or he would not attack this particular vote. It is quite possible that

Mr. GOURLEY.

to a certain extent the gain of Stellarton has been at the cost of Truro. That is probably a result of the change of management upon the road, but I do not see any reason why the people of Truro should have any ill-feeling against the people of Stellarton on that account.

Mr. GOURLEY. We have not.

Mr. BELL. Or against the railway management for making a change in the method of conducting the business of the road. It is quite clear that at the time of the adoption of Truro as the terminal, Truro was the chief headquarters, but as soon as the Eastern Extension Railway was built the business of the Eastern Extension leading from New Glasgow to Cape Breton was made independent and separate, and now in reality the business of the Oxford to Sydney line is managed from New Glasgow, which is two or three miles from Stellarton, and that has been done because that is the junction of the Sydney and Oxford road with the old Pictou extension, running from Truro to Pictou. I would remind my hon. friend from Colchester that an enormous part of the business which is done on the road between Truro and Sydney and between Oxford and Stellarton originates either in New Glasgow or in the immediate vicinity of Stellarton. There is an immense traffic in coals, all of which originates at Stellarton or Westville, two or three miles distant. The large works of the Nova Scotia Steel Company at New Glasgow have given an immense proportion of the business which has been done over the Intercolonial Railway for a very long term of years. It seems to me that that point at which the business of the road to a very large extent originates is entitled to derive a greater part of the benefit from the working of the road, if there should be any discrimination at all between the different points. I have no doubt that the road can be managed there efficiently under the system that has been adopted. Practically Stellarton and New Glasgow are almost one point; there is only two and a half miles between the stations, the despatcher's office is in New Glasgow and the engine house and round house are at Stellarton. In reference to this particular vote, I feel that there is every justification for giving the people of Stellarton, or the people of the county of Pictou who have to use that junction constantly, a much better station than the one that is there now. The present station is an old building entirely inadequate to the business of the day. I am inclined to think that it never was large enough to afford convenience for the immense passenger traffic at that point. At no station in Nova Scotia, except possibly Truro, are so many people brought together by the passenger traffic of the county as at Stellarton. The passengers for Prince Edward Island leave the main line there; it is a very important point and certainly it