

The MINISTER OF FINANCE. At the time of the construction of the Pictou town branch, in 1889. The business has outgrown the station facilities, but the old building will still be used.

Mr. FOWLER. As the general manager is present, I want to call attention to the lack of station accommodation at Sussex. That is one of the most important towns on the Intercolonial. A very large amount of business is done there, and it is the largest railway town between Moncton and St. John. There is a station there, built when the railway was first constructed, some forty odd years ago. It is an old wooden structure, and is a disgrace to the Intercolonial and to the town itself. I am afraid that if the people of the town were not so law-abiding, some one would apply a torch to it and get rid of it in that way. This is a matter that ought to be taken into consideration at once. Besides the lack of station accommodation, they have a disgraceful old shed for an engine house, entirely dilapidated; indeed a man out in the new North-west would not use such a structure to keep his hogs in. There is a train made up at Sussex which runs only between Sussex and St. John, and the engine is kept there all night. There was an engine house, a brick building, but it burned down, and instead of erecting a new brick building the old bricks were actually carted away to some other point, and this old shed put up, out of old second-hand boards—I do not know where they obtained them—with a wooden smoke-stack sticking out. No one-horse railway through a back country district would have such a structure as this. I hope the acting minister will attend to this. I am sorry the hon. gentleman whom we expect to see occupying this important post in the near future, is not here, so that I might bring this matter to his attention, and that it might be one of the first acts of his administration to provide decent and reasonable railway facilities to the important town of Sussex.

The MINISTER OF FINANCE. The Sussex case must stand upon its own merits. Of course, there is no comparison between the business of Sussex and that of Stellarton. However, there is no reason why the case of Sussex should not be considered. In regard to the engine house, I may say that it is the intention of the department to rebuild the engine house, and I am sure my hon. friend would be pleased to learn that it is not going to be charged to capital account either. The old engine house was burned down, and recognizing the sound principle that only proper things should be charged to capital account, we shall charge this to income. As to further accommodation at Sussex, I will give the subject consideration, and our desire is that these stations shall be properly equipped all along the line.

Mr. FOWLER. I would say to my hon. friend that I might find it in my heart to forgive him if he gave us a really first-class building, even if he did charge the cost to capital account.

Mr. GOURLEY. I regret very much to have to object to this expenditure at Stellarton, but I am instructed by the people of Truro to protest against this aggrandizement of Stellarton at the expense of Truro, because that is what it amounts to. All these votes which have been made during four or five years past have been made in furtherance of a departure in policy since the incoming of the present government. Under the old administration Truro was the central point for the management of the Cape Breton Railway. After the advent of this government, with the view, perhaps, of strengthening some political interests in the county of Pictou, and in the vain attempt, I presume, to defeat my hon. friend from Pictou (Mr. Bell), or perhaps in the attempt to aggrandize Stellarton, a policy was adopted, the result of which has been that Truro has been distinctly and permanently injured. Numbers of people who formerly lived at Truro have been obliged to remove from that place. That is the point at which trains were made up for the Cape Breton Railway, and at which trains coming from Cape Breton changed their conductors and their men. Consequently, Truro was the central point from which this railway was operated. Now, an attempt has been made, and successfully made, to take away a large number of railway men from Truro and locate them at Stellarton by making that the divisional centre, and the result has been a complete drain upon the population of Truro. The people of Truro have put up with this injustice without complaining publicly to the House, thinking that the government, and especially the members of the government representing the province of Nova Scotia, would no longer tolerate an injustice of that character. Truro has been one of the centres of education and one of the centres of general intelligence in the province of Nova Scotia for years. It has led in dominating the public sentiment of the province and counties like that represented by my hon. friend the Minister of Finance have derived whatever intelligence they possess in a large degree from the overflow of intelligence and education which exists and which is growing in the town of Truro.

Hon. Mr. HAGGART. Did the hon. Minister of Finance emanate from there?

Mr. GOURLEY. No, but I say that the county he represents is indebted largely for whatever intelligence it possesses to the overflow of education and intelligence that has its home in Truro. Truro was the Athens of Nova Scotia, and when the hon. Minister of Finance wants a little inspiration, he stops off and rests in Truro.