

a gentleman who, I understand, has since died—the late Mr. Humble, of Truro. Honourable gentleman from Nova Scotia will know this man. I never knew him. His valuation was the basis on which the price was fixed. As I understood the discussion that took place here, it was stated that the property, if sold for town lots, would sell at something like 9 cents a foot, whereas it was sold to the Imperial Oil Company for 7 cents. It is of course to be remembered that if the property had been sold for city lots, the streets would first have had to be taken out, and the price of 7 cents a foot for all the property is at least equivalent to 9 cents for the property exclusive of the streets. In my judgment the price obtained by the Department was a fair valuation.

Complaint has been made also that the transfer of this property would interfere with the development of Sydney in connection with export or import business, or with shipping as a whole. It was stated that Sydney was the terminus of the Intercolonial Railway, and if you sold the property around the terminals its development would be interfered with. In my judgment there is nothing in that argument, and I will give you the reason why I think so. The long wharf, which has fallen into decay because there has been so little shipping done at that point, is still owned by the Government. The tracks that were originally laid run down to the wharf. If at any time in the future more shipping should come to Sydney and it should be decided to increase the accommodation, the Railway would still own the wharf—which of course would have to be rebuilt—and there is an area extending for 400 feet back from the wharf to the Imperial Oil Company's location, and in that area there is plenty of room to build warehouses, etc., for the transshipping of traffic. We all know that it is on the wharf that any warehouses are built, and not 400 feet back from the wharf.

Honourable members of this House might infer that it was at Sydney that all the export shipping to Newfoundland and other places was done. Let me tell the House that the export shipping from that part of Nova Scotia is done at North Sydney. It is at North Sydney that all the traffic that has come by rail for shipment to Newfoundland is placed on vessels. It is at North Sydney that the big warehouses for exports to Newfoundland are located. The boats of the Reid Newfoundland Railway Company come to North Sydney. It is there, and not at Sydney itself, that the traffic has been transferred for very many years. There is of course a large traffic

at Sydney, but it is done by the Dominion Iron and Steel Company, or, as they are now called, the British Empire Steel Corporation, and all their transshipping is done on their own docks, on which of course the Intercolonial Railway have their line. If a vessel did come along to the city of Sydney, there would be no trouble about the transshipment of goods, because the Steel Corporation and the Intercolonial allow the transfer to be made at the Dominion Iron and Steel Works. But North Sydney is 18 miles from Sydney, and when freight is consigned, as we may think, to Sydney for transport to Newfoundland it goes to North Sydney, because, as the Railway officials say, there is a rail haul of 18 miles further and because North Sydney is considered to have a better harbour all the year round. Whether it has or not I do not know, but the traffic has been established there for very many years and for that reason I should judge that it must be better.

The honourable member from Sydney also stated that some time Sydney might be a port for transatlantic trade, because it affords a shorter route to Liverpool than Halifax—I suppose it is 175 to 200 miles nearer. But if freight is shipped by rail to Sydney, to be carried by ship to Liverpool, the distance to Sydney is 150 or 200 miles longer than to Halifax. The railway people, when they want to ship goods in winter through one of our own Canadian ports, for export, would prefer to use St. John or Halifax, which are much closer by rail. So that, I cannot see how either Sydney or North Sydney, as a future great exporting port will ever take the place of Halifax or St. John. It can only be an exporting port for products of the eastern part of Nova Scotia. Of course, there are large exports of coal and iron; but, in my opinion, it will be a long time before Sydney will be much larger than it is. I have no desire to belittle that port, because it is one of the best ports in the Dominion, situated in a great industrial part of Canada; but in my judgment it will never take the place of the two cities I have mentioned as a terminus for goods for overseas.

The Imperial Oil Company, in enlarging their business, of course provided an additional feeder to the Intercolonial Railway. It is true, they bring their oils and gasoline and other products into Sydney, and they are re-manufactured or shipped. They bring them in by vessels from foreign countries, and the Intercolonial has reaped great advantages from their traffic; and, so long as the railway officials took ever precaution to see that no