

## MILITIA PENSION BILL

## CONSIDERED IN COMMITTEE

On motion of Hon. Mr. Griesbach, the Senate went into Committee on Bill 118, an Act to amend the Militia Pension Act.

Hon. Mr. Taylor in the chair.

Sections 1, 2 and 3, the preamble, and the title were agreed to.

The Bill was reported without amendment.

## THE PORT OF SYDNEY, N.S.

SALE OF LAND TO IMPERIAL OIL COMPANY—  
DEBATE CONTINUED

The Senate resumed from April 19 the adjourned debate on the inquiry of Hon. J. S. McLennan:

That he will call the attention of the Senate to a sale of land at Sydney, N.S., to the Imperial Oil Co., and will ask the Government what action it will take in the matter.

Hon. J. D. REID: Honourable gentlemen, I understand that the honourable leader of the Government moved the adjournment of this debate, and that when he concludes his remarks the debate is closed. I would like to say a few words in reference to this matter, as my name was mentioned in the discussion which took place the other day, so I would ask the leader of the Government to allow me to do so before the debate is closed.

I am sorry that, owing to conditions over which I had no control, I was not able to be present when the debate took place a few days ago; and as the House may have received a wrong impression from the statements made, I would like to give my views in regard to this matter.

From the remarks made by the honourable Senator from Sydney (Hon. Mr. McLennan), one would come to the conclusion that a great wrong had been done and that the public interest had not been properly looked after. Insinuations were made against the officials of the Canadian National Railways—Mr. Hanna, Mr. Hungerford, and others—and statements were made reflecting upon their honour and integrity. One might also conclude, from the statements made, that the Imperial Oil Company were a party to a dishonest transaction, and that injustice had been done to the city of Sydney. Passing reference was made to myself as Minister of Railways, and to Mr. McCurdy, also a member of the Government. We of course had nothing to do with the final settlement of this matter, and therefore the only reflection there could be in regard to us was that we were lax in the performance of our duty while negotiations were being car-

ried on. The final action was taken by the late Mr. Kennedy, late Minister of Railways, and, according to the statements made, he and the employees of the railway, along with the Imperial Oil Company, must have been in some great conspiracy so far as the interest of the public was concerned.

As I go along, I want to take issue with many of the statements made, and I want to try to show that if any wrong has been done, or if there has been any laxity, it was on the part of the member for Sydney himself rather than on the part of those whom he accused.

The conclusion we would come to in reading his speech is that the Imperial Oil Company was starting a new business in Sydney. The fact is that the Imperial Oil Company has been in Sydney for a number of years, and has had a large business there. On account of the growth of their business, it became necessary to get additional land for extensions; and accordingly, after consideration, they came to the conclusion that a piece of the land belonging to the Canadian National Railways would provide a suitable place.

The Imperial Oil Company first took this matter up with the head of the Canadian National Railways, Mr. Hanna, and he, as I understand, asked his officials to look into the question and see whether the land was required for railway purposes. After having made inquiries, the officials—who, I believe are upright, honourable men—reported that the land was not required for railway purposes, and that its transfer would not interfere with the railway situation at Sydney. This information was conveyed to the Imperial Oil Company. But, before any action was taken, Mr. Hanna and his officials informed the Imperial Oil Company that they must get the consent of the citizens of Sydney through their Municipal Council. I believe honourable gentlemen will agree with me when I say that in dealing with a municipality you must deal through the municipal council. The council, by a vote of 7 to 5, passed a resolution in favour of the Imperial Oil Company purchasing this piece of property. It was passed subject to the condition that the property should not be required by the Public Works Department or by the Department of Railways and Canals. A copy of this resolution came to the Department of Railways and Canals and to myself as Minister at that time. The action I took was to submit the resolution to the Railway officials. They in turn reported to the Department that the property was not required, and I accordingly advised the Municipal Council to that effect. That was about the extent of what