

cate direct with the Minister; if he had done so, that would have been ground for dismissing him. Now I ask the Government to protect their own reputation—and I do think the reputation of the Department of Justice of any country is worth protecting—to show that the endeavour of the Department is to safeguard justice. I ask that favourable consideration be given to my request for either a judicial or other independent inquiry into the circumstances I have laid before this House.

Hon. Mr. DANDURAND: There are Departments of the Government that have a perfect organization, which comprises the right of discipline. The Militia has rules under which members of the Force, from the Colonel downwards, can be court-martialled for divers offenses. I understand that no civilian need inquire as to the equity of the decisions. I have not before me the law governing penitentiaries, but I would surmise from what I have heard this evening that questions of discipline fall under statutory enactments, or regulations flowing therefrom. I know nothing of the case that my honourable friend has made. I will submit his question to the Minister of Justice, with the explanation which he has furnished this Chamber.

#### VANCOUVER AND PRINCE RUPERT HARBOURS CONDITION OF BUSINESS

Right Hon. GEO. P. GRAHAM: Honourable gentlemen, before the House adjourns I have a British Columbia matter which I would like to present. I might suggest, if it is any comfort, that ever since the time of Adam and Eve, woman has been blamed for a lot of our troubles. In the original case on record, it was forbidden fruit; in the case referred to to-night it was a questionable cake, but we blame them, anyway.

Mr. Russell, the Chairman of the Board of Harbour Commissioners, of Vancouver, apparently reads the Senate Hansard, even if a lot of other people do not.

Hon. W. B. ROSS: And they lose a lot.

Right Hon. Mr. GRAHAM: Mr. Russell is of opinion that some of us, including myself, scarcely did justice to the harbour of Vancouver and to the province of British Columbia in remarks that were made on the discussion of a certain harbour bill. I think that some of us, in alluding to the management of the Montreal Harbour Board, made the error of intimating that possibly that was the only harbour in Canada that paid its way. To that statement Mr. Russell takes strong

Hon. Mr. TAYLOR.

exception. He also points out that some of the senators did not quite appreciate what Prince Rupert Harbour is doing this year. I wish to put his statements on record.

Mr. Russell says that last year Prince Rupert elevator handled 6,000,000 bushels, and up to date this year it has handled 7,500,000, and Mr. Russell says it will likely run to 8,000,000 bushels before the season is over. Then he states very emphatically that the Vancouver Board paid its interest in full, and is paying regularly, has set up a full sinking fund, and is showing a profit on operations, after providing for interest and sinking fund.

I think we will all be glad to have this information on record, coming from an official source. It is very gratifying to me, for the reason that some years ago I visited Vancouver, and on my return home when I made a very glowing report of Vancouver harbour in the matter of the export of grain, I was treated by my friends as if I had gone wrong some way in my calculations. It is therefore very satisfactory, particularly to me, to know that Vancouver Harbour Board is quite successful in the export of grain from that port, and is growing yearly. Mr. Russell adds:

As you know, we are having a banner year in the matter of wheat shipments. Up to yesterday the elevators here handled approximately 78,000,000 bushels. This includes some local transfers from one elevator to another. These transfers are more than off-set by additional wheat that has been shipped in sacks that went direct from the cars to the boats, and is not shown in the elevator receipts. We have actually exported approximately 72,000,000 bushels. There are 3,500,000 bushels in the elevators, and at least 2,000,000 on cars en route here. I am advised by the C.P.R. officials that their loadings for here are keeping up, and are practically as good as they were in December and January. I have not the figures of the C.N.R., but I do not think they are doing as well just now, for the reason that there is more delay in threshing on C.P.R. territory than on C.N.R. We have shipped approximately over 4,500,000 bushels this month, and should run to 6,000,000 or 7,000,000 for the month. We are informed that considerable sales have been made for June, and some for July, and I think it is safe to say that we will ship at least 80,000,000 bushels, and may run to 85,000,000.

Flour shipments to date run to 826,000 barrels, as against 542,000 barrels at this date last year. This is, as you will note, a substantial increase. This applies all along the line, both with respect to inward and outward cargo.

I think it must be very gratifying to us all to know that Vancouver Harbour Board is not only managing the harbour with great success, but that the shipments of grain through Vancouver port are growing yearly. I might add that Prince Rupert is doing no mean business for a young elevator.