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L'ambassadeur aux États-Unis au Gouverneur général
Ambassador in United States to Governor General

DESPATCH 92

Washington, March 14, 1923

My Lord,

I have the honour to transmit to Your Excellency herewith copy of a note from the United States Government drawing attention to the difficulties experienced by the Prohibition authorities in enforcing the law on the Canadian border and mentioning in particular the fact that small motor-boats are permitted by the Canadian authorities to take on cargoes of liquor and subsequently clear for some port in the United States.

Mr. Hughes proceeds to enquire whether, in view of the fact that the importation of liquor into the United States is illegal, the Dominion Government would be disposed to decline to issue clearance papers to vessels loaded with liquor destined for an American port.

I should be glad to learn what reply the Dominion Government desire me to return to the United States Government. I feel sure that anything which Your Excellency's Ministers feel able to do with a view to complying with this request will be greatly appreciated by the United States Government.

I have etc.

A. C. GEDDES

[PIÈCE JOINTE / ENCLOSURE]

Le secrétaire d'État des États-Unis à l'ambassadeur aux États-Unis
Secretary of State of United States to Ambassador in United States

Washington, March 7, 1923

Excellency,

I have the honor to state that I have received communications from the authorities of this Government stating that difficulties have been experienced in enforcing the prohibition laws of the United States along the Canadian border because small motor boats are permitted by the Canadian authorities to take on cargoes of liquor and to make a regular customs clearance to some port in the United States, thus complying with the Canadian law which prohibits the sale of liquors to persons in Canada but allows its exportation to a foreign country. Particular reference is made to the smuggling of liquor into the United States from Belleville and Corbyville, Canada. It is further stated that these boats are American owned. As they do not enter at an American port they do not make a customs entrance, the merchandise being landed at night and transported by automobiles to points of delivery.

As the importation of liquor into the United States without a permit is illegal, it would seem that the Canadian authorities might be disposed to decline to grant clearance papers to vessels with cargoes of liquor destined