

ships stores, or as cargo consigned to another port, of spirituous liquors or wines properly sealed, or on account of such liquors having been sold on the high seas. It appears to me that this *quid pro quo* should in any case be insisted upon if His Majesty's Government should be prepared to consider favourably an extension of the three-mile limit for the purposes proposed by Mr. Hughes.

I have the honour at the same time to transmit to Your Lordship a copy of a despatch¹ which I have addressed to the Governor-General of Canada with regard to the suppression of liquor traffic along the Canadian border. It seems desirable that these two communications from the State Department should, as far as possible, be considered and dealt with on parallel lines and in the light of the more general considerations of policy, to some of which I have drawn attention in this despatch.

A copy of this despatch has been communicated confidentially to the Governor-General of Canada.

I have etc.

H. G. CHILTON

[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, June 26, 1922

Excellency,

I have the honor to lay before you certain important considerations with respect to a possible co-operation on the part of British and American authorities with regard to the smuggling of liquor. The authorities of the United States charged with the duty of enforcing the law of this country with respect to this matter are confronted by serious difficulties which they feel might be effectively met with the assistance of British authorities in British territories, which it appears are made bases of operations in flagrant violation of constitutional and statutory provisions of the United States. It is understood that the importation of intoxicating liquors into the Canadian Provinces of Nova Scotia, Manitoba, Saskatchewan and Alberta, is also prohibited by law.

I venture to submit definite suggestions as to methods by which the existing extremely unfortunate conditions might be remedied. It is believed that effective measures for this purpose might be taken by a careful supervision of the issuance of registries to vessels suspected of being engaged in illegal traffic and of the issuance of clearance papers for such vessels, and by an international arrangement between the United States and Great Britain under which the authorities of each nation would be authorized to exercise beyond the three-mile limit of territorial waters a measure of control over vessels belonging to the other.

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¹Not printed.