

The Weekly Monitor

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WEDNESDAY, JUNE 17TH, 1925.

SEVERE PENALTIES.

Among the many bills to change existing laws which the Dominion Government has introduced during the present session of Parliament is one to amend the Customs Act, which is some of its provisions goes far—perhaps farther than conditions justify. The enactments to prevent smuggling are necessarily severe in their provisions. They are to be made more draconian, remarks the Montreal Gazette. The new bill provides that if anyone smuggles or clandestinely introduces into Canada any goods subject to Customs duty under the value of \$200, or makes out, or passes, or attempts to pass through the Customs House any false, forged or fraudulent invoice, or any goods of whatever value, or in any way attempts to defraud the revenue by avoiding the payment of the duty or any part thereof on any goods of whatever value, such goods shall be seized and forfeited without power of remission. If the goods are not found by the Customs officials, but the value of them has been ascertained, the offender shall forfeit, without power of remission, the value as ascertained. In addition, it is proposed to provide that offenders shall forfeit an amount equal to the value of the goods and, further, be summarily convicted before two justices of the peace to a penalty not exceeding \$200 and not less than \$50, or to imprisonment for a term not exceeding one year and not less than a month, or to both fine and imprisonment. In the case of persons who smuggle or clandestinely introduce into Canada any goods subject to duty of the value of \$200 or over, the offence by the Bill is made an indictable one, and in addition to any other penalty to which he may be liable the offender is liable on conviction in a term of imprisonment for not more than seven years and not less than one year for a first offence, and for a second or each subsequent offence to imprisonment for not more than ten or less than three years, and the goods or their ascertained value shall be forfeited.

Like severe penalties are provided for in the case of persons who knowingly harbor, keep, conceal, purchase, sell or exchange any smuggled goods, whether liable to duty or not. If the value is \$200 or less, two justices of the Peace may fine the offender not more than \$200 nor less than \$50, or order imprisonment for eleven months to one month, or impose both fine and imprisonment. If the value of the goods is \$200 or over the offence is indictable and the imprisonment provided is not more than seven or less than one year for a first offence, rising for subsequent offences to not more than ten and not less than three years—these in addition to the forfeiture of the goods concerned.

There is no question that smuggling prevails extensively at most frontier points. Any strengthening of the law to check it is in the interest of the revenue and of the honest merchant who pays duty as a matter of course on all he imports.—(Recorder).

The Maritime Board of Trade Conference.

The Maritime Board of Trade held an important conference in Moncton on Wednesday, July 15th, preliminary to the National Conference to be held in Winnipeg next Fall to consider an economic policy for Canada that would work out to the best general advantage of the four natural divisions of the country, that is the Maritimes, Central, the North West and British Columbia. The conference in Moncton will be a very important one for it will embody the views of the East and should be the means of securing a well thought out course to bring up in discussion later at the Winnipeg gathering. Some matters suggested for discussion are the following along with others which it may be deemed desirable to discuss: (1) Equipment of our national ports and a large volume of national traffic through them, especially in winter. (2) Adjustment of railway freight rates that would take account of our geographical position and difficulties. (3) A policy that would enable Maritime coal to be distributed in Central Province markets. (4) Aid in developing trade with the West Indies and South America, with improved steamship service and the appointment of competent trade agents. (5) More research work in order to develop Maritime fisheries. (6) Recognition of the principle that if Canada is to have a high tariff there shall be compensation for those portions of the country which do not derive as much benefit therefrom as would the Central Provinces. (7) A definite immigration policy in the interests of the Maritime Provinces.

These are merely suggestions to be considered with any others that may occur to individual Boards or Associations before their delegates attend the Maritime conference. It is important to bear in mind that in a program to be submitted to a national conference matters of purely local interest should not be included. The aim to be achieved is to bring the whole country into close sympathy upon a platform which must necessarily contain the element of compromise.

The calling of this conference has been given a lot of careful attention and it is felt the question is a very vital one at the present time. It is hoped the different matters can be fully discussed on the day mentioned and the following morning, allowing the delegates to return in the afternoon.

GOVERNMENT AID FOR HOME BANK DEPOSITORS.

The legislation initiated by the Federal Government to partially make up the losses sustained by depositors in the Home Bank does not appear to meet with general approval, and for some very good reasons. It will of course be readily conceded by everyone that the losses deserve a good measure of sympathy from the fact that they deposited savings and considered them safe because they were placed in a Bank. They undoubtedly had a right to this opinion and their deposits so placed should have been safe above all suspicion. There is a feeling too that there should be definite ways of checking up Bank conditions so that the real state of their affairs may be beyond a peradventure, for if persons cannot depend upon such financial institutions, where are they to look for safe depositories of their

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CANADIAN TIMBER FOR NEW YORK.

NEW YORK HERALD-Tribune: The demands of American users have already aroused in the Canadian a fear for their forests. New York State uses four times as much timber as she cuts and she cuts five times as much as she grows each year.

LOVE OR FORCE?

London Evening Standard: Italy says Signor Mussolini wants above all "peace, tranquillity, and opportunities to work without disturbance" and this calm, he says, he will give "by force if it is necessary." Two things remain to be proved—the first how far the Italian people are still in love with Fascism; the second, what degree of force Fascism can apply if there is no force.

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THE IMPERIAL TRADE.

THE IMPERIAL SENTIMENT.

THE WINDMILLS OF HOLLAND.

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SMOKING MARATHON AT A PARIS CLUB.

London—A pipe-smoking Marathon at a Paris club recently was won by a man who kept his pipe alight for just over fifty-one minutes. This, however, is not a record. As a matter of fact it is not a very striking performance when judged by British standards. When a similar contest was held in England some years ago the winner, who started with an eighth of an ounce of tobacco in a brier, kept his pipe alight for an hour and fifty-one minutes. Sixteen competitors lasted over the hour.

A contest on different lines was held at Oxford about two hundred years ago, the winner to be the man who smoked three ounces of tobacco in the shortest time. A taller smoker so seriously that everybody thought he would win, but the pace was too much for him, and says the chronicler, "at last he was so sick it was thought he would have died; and an old man, who had been a soldier, and smoked gently, came off victor, smoking the three ounces quite out."

To the average smoker three ounces is a lot of tobacco but legend has it that there was once a club in Derbyshire whose members would have counted this amount as nothing. Candidates for admission to this club had to prove their fitness for membership by consuming a pound of Shag at a sitting.

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No. 98—From Yarmouth, arrives 12:52 p.m.
No. 99—From Halifax, Tuesday, Friday and Sunday, arrives 2:35 a.m.
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