

licenses. A vessel license permits the supply of liquors only at regular meal hours, and only to passengers. Then I may mention, that in order to carry out the provisions of the British North America Act, which permit the imposition of a duty or a tax upon licenses, I propose to add as a sub-section to this section seven, the following clause:—

All hotel, saloon and shop licenses, and such other of the licenses by this Act authorized to be issued, as to which a Provincial Legislature may impose a tax in order to the raising of a revenue, shall be subject to the payment of such duty as the Legislature of the Province, under the power conferred on it by the ninth enumerated class of subjects in section 92 of the British North America Act, may impose for the purpose or in order to raise a revenue for provincial, local, or municipal purposes.

In other words, the license shall authorize the sale of liquor in the manner pointed out, but in the event of the Local Legislature imposing a duty, the license shall be subject to the payment of that duty before it becomes operative.

Mr. TAYLOR. I would suggest that the words "saloon licenses" should be struck out of the Bill altogether. By the present Ontario Act saloon licenses are not granted in incorporated villages, but by this Act they may be granted.

Mr. DAWSON. I think the clause with regard to vessel licenses is hardly strict enough. In the waters of Algoma steamers at one time used to sell liquor, but, fortunately, of late years they have given it up almost entirely. Although the law does not now prohibit them from selling liquor on board boats, still the owners in many cases find it to their advantage to do so. Fortunately, the Beatty's, who have a line of steamers running from Sarnia, are strict temperance men themselves, and they have adopted the principle of prohibiting the sale of liquor altogether on their boats, and with such good results that others have extended the principle to their lines also. I think this clause gives a little too much latitude. It says:

A "Vessel License" shall authorize the master of the vessel, being a vessel by which passengers are conveyed from one place to another within or beyond the Dominion, to sell or dispose of liquor during the passage of the vessel between such places, to any passenger on board such vessel: Provided always, that it shall not permit the selling, or disposing of any liquor, except at the regular meals served on board such vessel, and then only to actual passengers: and provided further, that it shall not authorize the opening or keeping of a bar or place on board such vessel, where liquors are sold or drunk.

The concluding paragraph I quite approve of.

Sir JOHN A. MACDONALD. I do not think we can well proceed much further than this clause. It is a considerable advance on the Crooks Act. Here liquor is only to be sold to parties as a portion of their regular meals. Instead of being too easy a clause, a relaxing clause, it is really a restrictive clause, and so restrictive that there is a very strong protest entered against it by steamboat owners and licensed victuallers, and there is a good deal of force in their argument. The steamers carry immigrants, who, as a rule, do not sit down to table regularly, but carry their biscuits and sandwiches with them on board; and if a lot of English immigrants want a glass of beer at their dinner—and to them it is not dinner without beer—you ought to allow them to have it. Although a man may not sit down to table, if he takes a sandwich out of his pocket and commences to eat it that is a regular meal. The objection to the clause is that it is much more stringent than the Crooks Act and ought to be relaxed.

Mr. DAVIES. A difficulty arises here which will partially repeal the Scott Act in Prince Edward Island, where the Scott Act is in force in three counties. We have a large number of steamers engaged in carrying farmers to and from the city on market days. They pass out of the county, and if licenses are granted on these steamboats it will have a very bad effect on the passengers. That is the very time, above all others, when it is desirable that liquors should not be obtainable, and if licenses can be granted to allow the sale, under such circumstances, any benefit arising

from the existence of the Scott Act will be nullified. I do not know whether the Committee had Prince Edward Island in contemplation at the time they introduced this clause; but it certainly will act, to a certain extent, to repeal the Scott Act, and that in a very bad direction. When 100 or 200 passengers are returning home on a market day, and are on board one of the steamers from 6 o'clock to 12 o'clock at night, the effect of the vessel having a license will be very injurious.

Sir JOHN A. MACDONALD. If a vessel leaves a port where the Scott Act is in force, they cannot sell within that locality. The moment they get away they are not bound by the law of the locality, and unless there is a clause of this kind providing for taking out a license, they can sell free, without restraint of any kind.

Mr. DAVIES. I refer to vessels going from one part of the county to another where the Scott Act is in force, the vessel being during its progress outside of the bounds of the county.

Mr. FOSTER. Take the case of a vessel going from one county in Prince Edward Island to another, or from Prince Edward Island to Westmoreland county. The license must be granted either in Westmoreland or Prince Edward Island; but all of those places are under the Scott Act, and it is a special provision that no license of any kind shall be granted. So they can obtain no license.

Mr. BRECKEN. This clause will not place us in a worse position than we are now. The Scott Act is in operation in the Island. But any man may import liquor in any quantity from any place where the Scott Act is not in operation. There is nothing to prevent the captain of a vessel, so soon as he gets beyond the jurisdiction of the county, from giving passengers as much liquor as he pleases under the law as it now stands.

Mr. DAVIES. The hon. gentleman is mistaken. This Act only prohibits a license being granted within a county where the Scott Act is in force.

Mr. AMYOT. I do not see why, when passengers are on board a steamboat on a river, that they should not be able to go to a bar as if they were on land. It is allowed at meals; but we do not say how many meals there are to be, or how many drinks at a meal. It is perfectly absurd in limiting licenses on board of a vessel. There is no use in being bigots. We know perfectly well what is going on, and if you prevent an ordinary and well-regulated bar on board of a vessel you will have a bar in every state room. That will happen, so we had better allow a properly licensed bar on board of a vessel.

Mr. BLAKE. Does the hon. gentleman want the passengers as well as the ship to be half-seas over?

Mr. AMYOT. I do not catch the meaning of the hon. gentleman; but I am ready to move an amendment asking that licenses on board of vessels have the same liberty as on land.

Mr. AUGER. I have been called a good Grit, but I approve of most of the Bill of the First Minister. I desire to call his attention to the following sub-section:—

An "hotel license" or "saloon license" shall authorize the licensee to sell and dispose of any liquors in quantities not exceeding one quart, which may be drunk in the hotel or saloon in which the same is sold.

This would place the licensee in a very awkward position. Suppose a man went there and obtained a quart of liquor, the proprietor could not prevent him from drinking it there. Having consumed the first quart he might buy another quart, and the proprietor could not refuse to allow him to drink it there. I would suggest that all the words after "quart" should be struck out, because, otherwise, the