

be founded upon them. If that be so there is perhaps no very serious objection. If the House were now pronouncing any final action upon the petitions I would strongly contend, with deference to Mr. Speaker, that there should be notice. But as it appears that the practice is to send the petitions to the committee in order that a report may be made to the House on which the House can take action, there does not seem to be the objection to the motion which I at first thought.

Motion agreed to.

CERTIFICATES TO MASTERS AND MATES.

Mr. A. K. MACLEAN (Lunenburg) moved:

That the minutes of the meeting of the Select Committee of the session of 1906 to whom was referred Bill (No. 7) respecting certificates to Masters and Mates of ships, and Bill (No. 16) respecting the Steamboat Inspection Act, 1898; together with the evidence taken and all papers produced before said committee be laid on the table of this House and when so laid that they be referred to the Select Committee of the present session to whom is referred Bill (No. 5) respecting certificates to Masters and Mates of ships.

Motion agreed to.

COPYRIGHT ACT AMENDMENT.

Mr. A. C. MACDONELL (South Toronto) moved for leave to introduce Bill (No. 83) to amend the Copyright Act. He said: Mr. Speaker, this Bill is in substantially the same form as a Bill which I introduced last session, but which was not reached before the House prorogued. It is a very short Bill, and is introduced at the instance of the lithographers for the purpose of changing the phraseology of the claim to copyright which is required to be put on the face of engravings, photographs, cuts, charts and similar articles. The present phraseology requires this lengthy formula to be endorsed: 'Entered according to Act of Parliament of Canada in the year , by A.B., at the Department of Agriculture.' I propose for that formula to substitute the simple words: 'Copyright, Canada, 190 , by A.B.'

Motion agreed to, and Bill read the first time.

FRAUDS IN SUPPLYING MILK.

Mr. E. GUSS PORTER (West Hastings) moved for leave to introduce Bill (No. 84) to amend the Inspection and Sale Act. He said: Mr. Speaker, the object of this amendment is twofold; first, to assimilate the law in respect to this matter in force at present in Ontario with our present Dominion law; and, secondly, to provide, as is now pro-

vided by the Ontario Act, that in the prosecution of an offence under the present Dominion Act, a want of knowledge on the part of the person accused shall be a valid defence, provided he can satisfy the magistrate, justice or other tribunal before whom he is being tried that he had no knowledge of the Act complained of being done, and that he had exercised all necessary precautions to prevent any fraud being perpetrated. I may say that all the other Acts in force, not only in the province of Ontario, but in the Dominion, such as the Adulteration of Foods Act and the Act in regard to the sale of fruits, provide that a conviction shall not be made unless the person accused has knowingly committed the offence. The Act as originally introduced in Ontario, 51 Victoria, in its first section provided 'no one shall knowingly' do so and so. That Act was amended by 55 Victoria by striking out the word 'knowingly,' and it was subsequently amended, and is now carried into the revised statutes of Ontario, by the addition of a subsection to section 9, providing as is provided in the Bill I now ask leave to introduce, that upon the trial of any person charged with such an offence, the plea that he had not a knowledge of the condition in which the milk was sent to the factory, and that he had exercised all reasonable precautions to prevent the fraud being committed, should constitute a valid defence. That is in accord with nearly all the provisions of the Criminal Code dealing with offences.

Motion agreed to, and Bill read the first time.

FIRST READING.

Bill (No. 82) respecting the Grand Trunk Railway of Canada.—Mr. Bureau.

QUESTIONS.

PRINCE EDWARD ISLAND WINTER SERVICE.

Mr. LEFURGUEY asked:

1. What was the cost of the steamers 'Northern Light,' 'Stanley' and 'Minto,' separately?
2. What did it cost to keep up winter service during the season 1905-6, regardless of ice-boat service?
3. What was the total amount granted in subsidies to summer boats calling at Prince Edward Island, the names of the boats, and the amounts to each?

Hon. L. P. BRODEUR (Minister of Marine and Fisheries):

1. The 'Northern Light' cost \$60,736.79; 'Stanley' cost \$141,133.35; 'Minto' cost \$185,317.14.

2. The total cost of maintaining winter communication between Prince Edward Island and the mainland exclusive of ice boats during 1905-6, was \$113,536.81.