

While I am on my feet I want to give answers which were promised to questions brought up by the honourable senator from Queen's (Hon. Mr. Sinclair). One had to do with the licence fees to be charged under this Bill. The other related to some understanding or information with respect to the Fruit and Honey Act. This is the memorandum, dated June 18, which I have received from the Deputy Minister of Agriculture:

Licence fees under the Natural Products Marketing Act will have to be determined in the case of each product to which they are intended to apply. It is expected that when provision for licences is a part of a marketing scheme, the amount of fees proposed for such licences will be included in the scheme.

That is, in the scheme proposed to the department by the local people engaged in it.

The proposed fees, as well as other provisions of the scheme, will of course be subject to examination by the Dominion Marketing Board, recommendation by the Minister, and approval by Governor in Council. It is not intended that regulation will be affected by the amount of the fee.

Hon. Mr. SINCLAIR: Does that apply to section 12?

Right Hon. Mr. MEIGHEN: To the whole Act, according to this memorandum.

Such fees should not mean any hardship to those who may require a licence.

The second paragraph has to do with the Fruit and Honey Act:

With reference to licence fees under the Fruit and Honey Act no final decision has yet been made. It is probable that the fees will range from \$5 to \$30, depending upon the character of the business for which the licence is issued. Fifty dollars was proposed in the first draft of the regulations, but these are being revised.

Hon. Mr. SINCLAIR: The right honourable gentleman will remember that information was also to be brought down with regard to the assessment of tolls; whether the power was in the local board, or the central board could delegate it to the local board.

Right Hon. Mr. MEIGHEN: I think tolls are in the same category as licence fees; they would have to carry the judgment of the Marketing Board and as well of the Minister and the Governor in Council.

Hon. Mr. SINCLAIR: That is satisfactory.

The Hon. the SPEAKER: The question is on the third reading of the Bill.

Hon. Mr. DANDURAND: Carried on division.

The motion was agreed to, and the Bill was read the third time, and passed.

The Senate adjourned until to-morrow at 3 p.m.

Right Hon. Mr. MEIGHEN.

## THE SENATE

Wednesday, June 20, 1934.

The Senate met at 3 p.m. the Speaker in the Chair.

Prayers and routine proceedings.

### QUEBEC SAVINGS BANKS BILL

#### THIRD READING

Bill 33, an Act to amend the Quebec Savings Banks Act.—Right Hon. Mr. Meighen.

### PRIVATE BILL

#### THIRD READING

Bill R2, an Act to incorporate Security National Insurance Company.—Hon. Mr. Coté.

### SHIPPING BILL

#### COMMONS AMENDMENTS REFERRED TO COMMITTEE

The Hon. the SPEAKER: Honourable members, a message has been received from the House of Commons returning Bill E, an Act respecting Shipping, with several amendments to which they desire the concurrence of the Senate. When shall these amendments be taken into consideration?

Right Hon. Mr. MEIGHEN: Honourable members, the House of Commons made twenty-five amendments to this Bill, which is a small number of proposed changes when spread over such an immense measure. Twenty-four of them are purely clerical; they have no effect other than by way of clerical corrections. The other five are of some material importance, and I will refer to them briefly. I presume it will not be necessary for me to quote the numbers of sections that are affected.

The first amendment has to do with the definition of a home trade voyage, and provides that this definition shall include a voyage which takes in Hudson Bay. That is to say, a home trade voyage would not become a foreign voyage merely because the ship went north and into Hudson Bay.

The second amendment deals with the measurement that is made of a vessel for the purpose of deciding whether it shall come within certain exemptions. The Bill provided a system of measurement by horse-power for sailing vessels with auxiliary mechanical power, and declared that a boat with more than four horse-power should not come within the