

MR. JUSTICE WRIGHT: Would not that be the result?

MR. VALLANCE: Yes; a vessel clearing from Canada with a cargo of liquor would be required to give a bond that it would produce a landing certificate showing the goods had been landed.

MR. JUSTICE WRIGHT: If it were only suspected of taking a cargo there, much more if it actually declared its intention of going there, a bond should be required.

ADMIRAL BILLARD: My thought was that the first provision that clearances should not be granted for the United States would take care of those vessels.

MR. JUSTICE WRIGHT: No clearances at all?

ADMIRAL BILLARD: No, where cleared directly for the United States. What I am referring to now are vessels clearing for the third country; and we would anticipate no difficulty respecting suspected vessels, because those vessels are followed by us, we know they are engaged in the liquor traffic.

MR. JUSTICE WRIGHT: That provision would apply only to the Atlantic and Pacific.

ADMIRAL BILLARD: In effect, as I see it.

COMMANDEER ROOT: For instance, Mr. Vallance spoke of a black list; that list is circulated abroad, and we have several avenues of information by which we follow these vessels. In a short time we know their history, every port for which they clear and to which they are bound, whether or not they get there, and in the space of five or six months we know all about the vessel, so that when we make a representation we can state positively she is so and so, and why we suspect her.

THE CHAIRMAN: My thought is simply this,