

of Commons with Bill (112) "An Act further to amend the Petroleum Inspection Act."

The Bill was read the first time.

Hon. Mr. BOWELL—This Bill has been introduced in order to carry out the change made in the Petroleum Act by providing that petroleum can be imported into Canada in tanks. Clause 1 revises the interpretation of the term "package," eliminating the words "tanks" and "other vessels." This becomes necessary in view of the third subsection added to section 15. (See section 8). Clause 2 is intended to place the duty of inspection upon officers of Inland Revenue. Clause 3 reduces the fire test from 95 to 90. In the several States of the United States the test ranges from 72 to 90. It is alleged by experts that the treatment in bringing the oil up to stand the additional 5 degrees is very wasteful without conferring any benefit. Then we come to clause 4. The Railway and Steam-boat Transportation Companies require a special class of oil (manufactured in the United States) which they use for outside purposes—switch lights and head lights. The weight which was under the former Act restricted between 8·23 and 8·32 pounds, has been extended to 8·14 as a minimum, and 8·43 as a maximum, and the fire test is reduced from 275° to 200° Fahr. Oils within these ranges have for years been used all over the continent. The amendment made by clause 5 is to section 7, requires the marking of imported oil to be the same as is required in respect of Canadian oil. The "tare" and "net weight" in pounds is added. By clause 6, the word "Canadian" is placed before the word "petroleum" in section 10 of the old Act, to prevent any further doubt as to its applying only to domestic oils and refineries. Clause 7 places the inspection in all cases upon nominees of the Inland Revenue Department. By clause 8 a subsection (3) is added, permitting importation, under certain conditions, in tank cars. Clause 9 reduces inspection fees on imported petroleum from 30 cents to 10 cents, etc., bringing imported and domestic oils to an equality. Clause 10 establishes a penalty for bringing in oil through other than permitted ports. Clause 11 embodies as a section of this Act what was heretofore the terms of an Order in Council made under authority of chapter 49 of the Statutes of 1891. Clause 12 repeals above Statutes (chap. 49 of 1891).

The motion was agreed to, and the Bill passed through its final stages.

CUSTOMS ACT AMENDMENT BILL.

FIRST AND SECOND READINGS.

A Message was received from the House of Commons with Bill (126) "An Act further to amend the Act respecting Duties of Customs."

The Bill was read the first time.

Hon. Mr. BOWELL—This Bill is to amend item 184, chapter 20, of the Statutes of 1890. It deals with the duties which have been imposed in the past upon binder twine and extends the section of the Act relating to the importation of machinery not manufactured in Canada to 1896. It would lapse this year if it were not thus extended three years longer.

The motion was agreed to, and the Bill was read the second time at length at the Table.

OCEAN STEAM-SHIP SUBSIDIES BILL.

FIRST, SECOND AND THIRD READINGS.

A Message was received from the House of Commons with Bill (129) "An Act to amend the Act respecting Ocean Steam-ship Subsidies."

The Bill was read the first time.

Hon. Mr. BOWELL—This is a Bill to amend section 1 of chap. 2 of the Statutes of 1889. It repeals the provision authorizing the Government to grant a subsidy to the extent of £25,000 sterling to any line of steamships running between Australia and British Columbia. The Government has not yet been able to secure any direct fortnightly line of steamers upon that route. A large English company owning a line at present running between some portion of Australia and New Zealand have made propositions to the Government to establish a monthly line of steamers of from 2,800 to 4,000 tons between Vancouver and Sydney for a subsidy of £25,000 sterling. The first proposition was a demand for £50,000. This amount they expected to be divided between Canada and Australia, and possibly the British Government would give something in the way of mail subsidies. We made the company a proposition of £20,000 for a monthly