

Customs Act

And so on. I assume that the wording of the proposed bill will be the same, although the resolution shortens it. This is merely a resolution.

Mr. DUNNING: We will watch that point in drafting the bill.

Mr. BENNETT: "Every change of ownership" is the way it appears in the resolution.

Mr. ILSLEY: It is not intended to make any difference in principle.

Mr. BENNETT: That is why I mentioned the matter.

Mr. ILSLEY: We shall have to watch the drafting of the bill.

Mr. BENNETT: I suppose this covers syndicates and matters of that kind?

Mr. DUNNING: Yes.

Paragraph agreed to.

2. That subsection two of section seventy-seven A of the said act, as amended by section twelve of chapter fifty of the statutes of 1932-33 and amended by section two of chapter forty-two of the statutes of 1934, be further amended by providing that the excise tax on packages of cigarette paper tubes be reduced from three cents to two cents for each one hundred cigarette paper tubes or fraction thereof;

Mr. BENNETT: Why is this done?

Mr. DUNNING: It is just equalizing the papers and the tubes.

Paragraph agreed to.

Progress reported.

At eleven o'clock the house adjourned, without question put, pursuant to standing order.

Monday, May 18, 1936

The house met at three o'clock.

CUSTOMS ACT AMENDMENT

Hon. J. L. ILSLEY (Minister of National Revenue) moved for leave to introduce Bill No. 67, to amend the Customs Act (Canadian waters).

Some hon. MEMBERS: Explain.

Mr. ILSLEY: It will be remembered that earlier in the session a bill was introduced to amend the Customs Act and that a number of sections were withdrawn. This bill is designed to serve the same purposes as it was intended those other sections would serve. This bill defines the word "officer" as used in the Customs Act and contains a definition of Canadian waters and Canadian customs

[Mr. Ilsley.]

waters. It imposes certain obligations on ships and masters in Canadian waters and in Canadian customs waters. It confers upon the preventive officers certain powers and defines other powers of these officers. Generally it is designed to strengthen the preventive arm of the customs service.

Mr. CAHAN: Do the definitions apply exclusively to the administration of the Customs Act, or does the bill define Canadian waters for purposes other than for the purposes of the Customs Act

Mr. ILSLEY: I do not think the terms "Canadian waters" and "Canadian customs waters" are used in any other act than the Customs Act. The terms used in other acts are such terms as these: "the territorial waters of Canada," "the waters of the territory of Canada," "the three mile limit," "the marine league," and so on. But here we are framing definitions for the purpose of use in the Customs Act.

Motion agreed to and bill read the first time.

CARRIAGE OF GOODS BY WATER

Hon. C. D. HOWE (Minister of Marine) moved for leave to introduce Bill No. 68, respecting the carriage of goods by water.

Some hon. MEMBERS: Explain.

Mr. HOWE: Mr. Speaker, the purpose of this bill is to repeal the Carriage of Goods by Water Act of 1910, and to substitute for it an act modelled on the British Carriage of Goods Act of 1926. The United States has recently adopted the British act instead of its former Carriage of Goods Act, and there seem to be many reasons why Canada should do likewise. I may say that every shipping interest in Canada has applied to the government to take this action. The position has been accentuated by the Sarniadoc case, in which the owner was not able to collect insurance due to the insurance company taking advantage of the "seaworthy" clause in the act, although "seaworthiness" had no relation to the nature of the loss.

Motion agreed to and bill read the first time.

QUESTIONS

(Questions answered orally are indicated by an asterisk.)

FARM LOAN BOARD—REGINA

Mr. PERLEY (Qu'Appelle):

With respect to question answered on April 27 last, regarding the retirement of Mr. Anderson from the farm loan board at Regina: