

five cents less than two and a half cents shall be waived by the company, and above two and a half cents shall be considered as five cents by the company. 51 V., c. 29, s. 229 Am.

Hon. Mr. SCOTT—There is an amendment to be made to this clause in line 44, to insert 'five pounds or.'

Hon. Mr. POWER—The hon. gentleman means any quantity less than 5 pounds, and any above 5 pounds and up to 10 pounds is a fraction of 10 pounds, so that if you have more than one-half of 10 pounds you charge for 10 and if you have less you do not charge at all.

Hon. Mr. WOOD—I think if the word 'quantity,' instead of the word 'fraction' was used, it would make the case very much clearer and avoid the difficulty which hon. gentlemen are referring to. Any quantity less than 5 pounds should be waived by the company and any quantity above 5 and up to 10 should be 10 pounds.

Hon. Mr. SCOTT—Supposing there was 5 pounds, there is no provision at all for it.

Hon. Mr. SULLIVAN—I suppose this is a regular railroad regulation and we had better leave it as it is.

Hon. Mr. POWER—One effect which this amendment will have will be this: under the clause as it stands here, 5 pounds would not be anything, and under the amendment 5 pounds would be the same as 10 pounds.

Hon. Mr. FERGUSON—I think that the amendment suggested by the railway people is perfectly right, that any fraction shall be waived by the company, and 5 pounds and any fraction above 5 up to 10 shall be deemed 10 pounds.

Hon. Mr. POWER—The amendment which has been made causes 5 pounds to be dealt with as 10, and the Bill as it stands causes 5 pounds to be treated as nothing.

The amendment was adopted.

Hon. Mr. FERGUSON—I have an amendment to propose in the second last line of the clause. Strike out the word 'above' and make it read 'two and one-half cents or more shall be considered as five cents.'

Hon. Mr. POWER—I assume the committee understand this is another change in favour of the company. Under the Bill as printed 2½ cents would be considered as nothing and above 2½ cents would

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be considered as 5. This makes 2½ cents considered as 5.

Hon. Mr. DANDURAND—We are giving 2½ cents to the company.

The clause was amended and adopted.

On clause 268, subsection 2,

2. Any goods carried or being carried from Canada through a foreign country into Canada, in violation of this section, shall, before being admitted into Canada, be subject to customs duties, as if such goods were of foreign production and coming into Canada for the first time, and, in case such goods are of a kind which would not otherwise be subject to any customs duties hereunder, shall be subject to a customs duty of thirty per centum of the value thereof; and if any such duty is paid by the consignor or consignee of such goods, the same shall be repaid to the persons so paying, on demand, by the Canadian company or companies. Any law to the contrary is hereby repealed or amended in so far as is necessary to give effect to this section.

Hon. Mr. FERGUSON—I do not understand this clause. It seems to be a customs regulation.

Hon. Mr. WATSON—It is a guarantee that the railway company will bond the goods. The railway company, of course, if they travel through a portion of a foreign country, must bond the goods.

Hon. Mr. POWER—I think this is a penalty imposed on the railway company for not filing its tariff, that is all. If they do not file the general tariff, then they have to pay duty on the goods.

Hon. Mr. SULLIVAN—There seems to be a contradiction there.

Hon. Mr. POWER—If goods were shipped from Canada to Manitoba, through the United States, this would apply.

Hon. Mr. FERGUSON—It would apply to goods passing from the maritime provinces through the state of Maine, to the province of Quebec, but why should this penalty be imposed?

Hon. Mr. LOUGHEED—This refers to two or more companies carrying goods.

Hon. Sir MACKENZIE BOWELL—This penalty is to be imposed unless the company file with the board a joint tariff. A great deal of goods go from Montreal to British Columbia through the United States. This clause imposes a customs duty of 30 per cent as a penalty for not filing a joint tariff, and it provides it may be paid back again.

The clause was adopted.