

*National Harbours Board*

Mr. ILSLEY: I believe the hon. gentleman is looking at the reprint. In the bill as introduced there were quotation marks.

Amendment agreed to.

Subsection as amended agreed to.

Section as amended agreed to.

On section 6, subsection 1—Board to have jurisdiction over certain harbours, works and property.

Mr. CAHAN: There are two or three suggestions I should like to make with respect to this subsection. I do not intend to move amendments, but I should like to make some suggestions to the minister. My first suggestion is with regard to the clause "all works and property." I think section 2, which deals with definitions, should contain a clear statement as to what is meant by the word "works." The harbour commissions operate branch railways—in Montreal, they have a line of their own along the harbour front—elevators, elevator systems, wharves, docks, and so on, and I suggest that "works" should be defined so as to comprise all the works which are to be operated by the new harbour board.

My next suggestion is with reference to the phrase "shall likewise have administration, management and control of" in the fourth and fifth lines of the subsection. I suggest that another word should be inserted in order to make clear just what are to be the functions of the board. I think the minister should insert the word "operation" so that it will be clear that the board shall have administration, management, control and operation of all works. I think that is a very significant word and it should be inserted.

Then with regard to paragraph (a), which contains the phrase "all works and property which are now administered, managed and controlled by any of the corporations," I think a change should be made. When this act is proclaimed and goes into full force and effect there will be no corporation other than this board which will be administering, managing and controlling the property. Paragraph (a) might well read:

(a) all works and property which from the date of the coming into force of this act were administered, managed and controlled by any of the corporations.

I think that change is required if we are to avoid difficulty. I shall deal with subsection 2 later, but these suggestions with regard to subsection 1 are intended to be helpful so that the bill may be effective.

[Sir George Perley.]

Mr. HOWE: I think the last suggestion is a decided improvement. Perhaps the subsection can stand for the time being, or would the hon. member prefer to make an amendment now?

Mr. CAHAN: Section 2 dealing with definitions is being held over at my request, and when that section is being considered by the minister a proper definition of "works" can be inserted.

Subsection stands.

On section 6, subsection 2—Boundaries.

Mr. CAHAN: This subsection reads:

The boundaries of the harbours of Halifax, Saint John, Chicoutimi, Quebec, Three Rivers, Montreal and Vancouver shall be as described in schedule "B" to this act, or as may be determined from time to time by order of the governor in council and any such order shall be published in the Canada Gazette.

I am assuming that the boundaries which appear in this schedule, and which will be confirmed when this section passes, have been prepared by some person or persons who have special knowledge. I notice that the definition of the harbour of Vancouver is taken from the first act incorporating that harbour. I did not go through all the acts but I infer that that is so in each case. In connection with Montreal, however, the definition given in this schedule is not the exact phraseology of the definition given in the acts which created the harbour board of Montreal. All I am suggesting is that the minister should take care that in drafting the new definition of the area of the harbour of Montreal, as inserted in schedule B, it should be complete and effective. I am simply speaking from experience, because I have been called upon by private parties from time to time in the course of my legal experience to deal with the question of the boundaries of the harbour of Montreal, and I find that there is a very good description on some of the plans which issue from the engineering department of the harbour commission of Montreal. One that appears on this map is to me very clear. It says:

The eastern and western boundaries are defined by the natural banks of the river St. Lawrence at high water mark. The northern boundary extends from high water mark at the extreme northern end of the island of Montreal at Bout de l'Isle, eight and three-quarter miles below Longue Pointe Church across the river St. Lawrence, bearing due east astronomically to the high water mark on the opposite shore. The southern boundary extends across the river St. Lawrence from high water mark to high water mark 3,760 feet above and parallel to the Victoria bridge.