

*Shipping Conferences Exemption Act*

with the Restrictive Trade Practices Commission, I repeat that these documents should be filed with that commission. But the bill contains no such provision. According to the terms of the bill these documents must be filed with the Canadian Transport Commission.

Because the Restrictive Trade Practices Commission is the only organization that has jurisdiction and authority, during the committee hearings I inquired why these documents had to be filed with the Canadian Transport Commission. Time and time again, the point was made in evidence that the Canadian Transport Commission has no jurisdiction or authority over ocean transport.

There is nothing in the Canada Transportation Act that gives the Canadian Transport Commission power to exercise jurisdiction over, investigation into, or approval or disapproval of ocean shipping rates. But when I asked members of the Canadian Transport Commission why they should have anything to do with this proposed legislation they were able to cite three reasons which to me do not seem valid, and which certainly are not sufficient to require that members of that commission have their finger in this pie.

One reason commission members advanced was that the word "transport" appeared in the title of the Canadian Transport Commission, and since ocean shipping is transport then they thought the Canadian Transport Commission should be involved in this matter. Another reason given by one of the commission witnesses was that they are very efficient filing clerks. The third reason they gave was that since they were involved in transportation they could interpret these documents and bring them to the attention of the combines investigation people. Mr. Speaker, from what knowledge I have of the combines investigation people they are also competent in knowing something about transportation, and in the past have made numerous investigations into various aspects of transportation.

● (4:00 p.m.)

None of these three reasons put forward by the Canadian Transport Commission is valid. They fly in the face of efficiency and it seems to me they serve to establish the fact that the Canadian Transport Commission wants to be involved in this thing as nothing more than a sort of post office. In my opinion, this would be an obstruction to the Restrictive Trade Practices Commission properly carrying out

[Mr. Benjamin.]

and enforcing the provisions of this legislation. Bill C-184, providing exemptions from combines legislation, has no effect whatsoever on any legislation having to do with transportation; that comes under the purview of the Canadian Transport Commission. Surely, Mr. Speaker, there is no sense in the Canadian Transport Commission having any say or any part in the implementation or enforcement of this legislation, because they have no authority and no jurisdiction. The Restrictive Trade Practices Commission is the only organization with any authority and jurisdiction in the enforcement of this legislation.

Hon. members may not agree with the validity of my second reason but I think it is valid because of some biases I have concerning the make-up of the Canadian Transport Commission. I, for one, do not believe that this body is noted for its concern with the public interest. It is not a body that has any history of concern for the public, whether in rail transportation or air transportation. It seems to have had interest and concern for the various corporations involved in these fields of transportation but not too much concern in the field of public interest and this is another reason I think my amendment should be accepted.

But there is a further reason. I feel that any time we can withhold jurisdiction from the clutches of the present President of the Canadian Transport Commission we will be rendering a great service to Parliament and the public. I do not see any point in enlarging the kingdom of Jumping Jack, a kingdom he was able to create himself and of which, strangely or maybe not so strangely, was crowned monarch. I feel this is an additional reason for suggesting this amendment, Mr. Speaker.

In my efforts to persuade the minister may I repeat that since the Restrictive Trade Practices Commission is the only organization with any authority and jurisdiction here, surely he will agree that the definition of "Commission" in the bill shall mean the Restrictive Trade Practices Commission and not the Canadian Transport Commission. The Canadian Transport Commission has no place in this legislation whatsoever and will serve as nothing more than a place to file documents. Surely this is an obstacle to the fast and efficient perusal of these documents by the Restrictive Trades Practices Commission. I think if the minister will agree to accept the amendment he will find that the commission that has the authority here will function much more quickly and efficiently in checking