

The CHAIRMAN: All those in favour of this amendment, hold up their right hands.

Carried.

Mr. GREEN: I would move that the word "agent" be struck out in line 8.

Mr. LANGLOIS (*Gaspé*): Have you a seconder?

Mr. GREEN: The definition "owner" includes, in the case of a vessel, the agent, charterer by demise or master of the vessel. Just strike out the word "agent".

The CLERK: Mr. Green seconded by Mr. Bell moves that clause 1 of Bill 421 be amended by deleting the word "agent" where it appears in line 8 on page 1 of the bill.

The CHAIRMAN: All those in favour, raise their right hands.
Amendment lost.

Does clause 1 carry?

Mr. GREEN: Before clause 1 carries, I would like an explanation from the board as to why they need this broad definition of the owner of goods; why they are putting in such a broad definition for the owner of goods, covering not only the owner but the agent, the sender, the consignee or bailee and the carrier.

Mr. LANGLOIS (*Gaspé*): Do you want that as applying to the goods?

Mr. GREEN: To the goods.

Mr. LANGLOIS (*Gaspé*): The explanation for that is given in the explanatory notes. I wanted to add this, that in many, many instances the only person we have dealings, with whom the board is in contact, is the consignee and bailee of the goods. We do not know who the owner is or where he resides. The only person with whom we have dealings, for the renting of our property, is the bailee or carrier of the goods. That is why we have added these to the definition.

Mr. GREEN: Why do you include the carrier of the goods? He cannot be in any sense regarded as the owner.

Mr. FINLAY: As explained in the notes, the inclusion of carrier in the amendment is something new. The rest is nothing more than a clarification. I am speaking now of the agent of goods. The matter of the carrier is an amendment, and the purpose of that is that it is in relation to section 13, that is, the section which empowers the Governor in Council to impose charges.

Mr. LANGLOIS (*Gaspé*): Under section 13?

Mr. FINLAY: Under section 13 of the existing Act, the section which empowers the Governor in Council to impose charges on the owner of goods and so on. It is desired to obtain the power for the Governor in Council to make a by-law which may impose a charge directly upon the carrier. At present there could be considerable doubt as to whether or not we can impose the charge on the carrier. For instance, we may have a situation where it may be a railway line moving goods down to dockside. The board would wish to be clearly in the position where, instead of imposing the particular charges on the owners of those goods, we could impose the charges directly on the railway line for their use of board property in transporting those goods. We would impose the charges on the carrier. This would be done by the Governor in Council, by by-law. That is the purpose of including "carrier" in that instance. It is with reference to the by-law section, the imposition of charges. At present it is not entirely clear that the Governor in Council would have the right to impose the charges on carriers of goods in respect of those goods. That is an additional right which we are seeking to obtain. That is the explanation of "carrier". The rest is only repetition.