

5. The carrier should have a duty to provide and maintain a vehicle of transport suitable to the nature of the goods to be carried. During the period of his responsibility for the goods, the carrier should have a duty to care for the goods as if they were his own.
6. The shipper should have a duty to inform the carrier of the true nature of the goods to be carried, of any special vice inherent in them and of any special characteristics of the goods which might bear upon the manner in which they would be loaded, handled, stowed, cared for and discharged.
7. The period of the carrier's responsibility for the goods should be limited to and extend from the time when the goods come under his control to the time when he relinquishes control over the goods by handing them over to the consignee or other authorized person.
8. The convention should recognize a bill of lading as the document of transport which would serve, in the absence of a formal contract of carriage, as a document of title, a receipt for goods shipped and as evidence of a contract of carriage. The issue of a bill of lading by the carrier would constitute an undertaking by him to deliver the goods to the person named therein or to the endorsee thereof or to the person entitled to take delivery of the goods.
9. The convention should not apply to multimodal carriage but strictly to the carriage of goods by sea, determined by the period of responsibility of the carrier as provided in the convention.

Specific Canadian comments derived from these premises were, of course, directed to several parts of the draft convention. They have to a considerable extent been reflected in the final draft, although there are of course many areas in what is now a delicately balanced text where Canada considers that improvements could still be made.

The draft convention that has emerged from five years of work is considered by the Canadian Government as a satisfactory basis for a conference, and it has also been considered generally acceptable for that purpose by most of the carrier and shipper nations. There are