

the final decision in the hands of the committee, may I suggest that we first hear the representations that Mr. Brisset wishes to make on behalf of the Shipping Federation of Canada and after he has done so, if the committee so wishes, we might perhaps hear counsel for the board who might give some information to the committee regarding the position of the board in relation to the representations to be made by Mr. Brisset. This is, of course, only a suggestion, and the decision rests with the committee.

Mr. GREEN: Has the chairman of the board any submission to make himself?

Mr. LANGLOIS: The chairman of the board may speak if the committee wishes him to do so, but I think Mr. Smith is quite of the opinion that the statement I made in the House is a very comprehensive one and there is very little he could add to it in a general way about the legislation which is proposed, but this does not prevent any member of the committee who has questions to ask from questioning Mr. Smith or any other representatives of the board who are in attendance.

The ACTING CHAIRMAN: Does this suggested procedure meet with the wishes of the committee?

Agreed.

The ACTING CHAIRMAN: Mr. Brisset?

Mr. BRISSET: Mr. Chairman and gentlemen, as Mr. Langlois has just said I am instructed to appear before you on behalf of the Shipping Federation of Canada and also on behalf of the Vancouver Chamber of Shipping. As you may know, the two associations represent the majority of ship owners and ship operators both on the east and the west coasts.

Mr. NICHOLSON: How about the north—Churchill? Have you any instructions?

Mr. BRISSET: I have no instructions from Churchill but I am quite sure whatever remarks I might make with respect to operations on the east or west coast will equally apply to Churchill. Both associations feel very strongly that certain of the amendments that are now before the House and the committee will have very serious consequences in that they enlarge the liabilities of ship owners and operators and all those who make use of the facilities of the national harbours of Canada. Our criticism is directed mostly against two sections of the Act. These two sections are sections 2e (ea).

Mr. NICHOLSON: Repeat that again please?

Mr. LANGLOIS (*Gaspé*): You mean clauses of the bill and not sections of the Act?

Mr. BRISSET: Of the bill before the House. That is the section which defines the word "owner". The other section is the one that purports to amend section 16 of the present Act and which is clause 8 of bill 113.

Mr. NICHOLSON: Would you mind giving the page and the line?

Mr. BRISSET: The first one is on page one of the old bill. It is section 1 where it is said: "Section 2 of the National Harbours Board Act, chapter 187 of the Revised Statutes of Canada, 1952, is amended by adding thereto, immediately after paragraph (e) thereof, the following paragraph:

(ea) "owner" includes, in the case of a vessel, the agent, charterer or master of the vessel, and, in the case of goods, the agent, sender, consignee or bailee of the goods, as well as the carrier of such goods to, upon, over or from any property under the administration or jurisdiction of the Board.