

whole series of acts relating to an important matter. The resolution proceeds:

—and to make further provisions in respect to the handling and marketing of grain, or incident to the buying, selling and transportation of grain; the grading and weighing of grain; the handling of grain in and out by the country elevators and at country points and inspection of such elevators; the operation, management and control of terminal, public and private elevators;—

And so on. This resolution intimates that further provisions, in addition to those which now exist, are to be made in regard to all these subjects. The object in drafting the preliminary resolution in a certain way is merely for the purpose of informing the House as to the purpose of the subject which it will be asked to consider later on when the bill itself is introduced, supplemented in this as in every case by the explanations of the minister who is responsible for the measure. It does seem to me therefore that the resolution comes within the ruling and the precedents cited by the chairman of the committee from Bourinot, and that the committee ought not to regard the objections of my right hon. friend as being substantial.

Sir HENRY DRAYTON: It seems to me that this matter is capable of very simple determination, and the real manner in which it ought to be determined is as pointed out by you, Mr. Chairman. You have read, and rightly read, from the authority governing such cases, that in connection with matters having to do with trade and commerce and the like opportunity is to be given the House to understand what is proposed to be done. The idea, of course, is perfectly plain. When it is proposed to change the law, before we take the initial step the House is to be informed as to what the nature of the change will be. It is not necessary to submit then the exact sections that have been drafted, but it is necessary—if we are to try and apply the rule as quoted by you, Sir,—that we should at least know in what direction the changes tend. We should at least know, for example, whether grading is to be made easier or stiffer; whether one thing is to be stopped and another thing is to be allowed; we should know in which direction the government seek to go. As to what the Minister of National Defence (Mr. Macdonald) has said, he is quite right in his statement in so far as the mere consolidation of statutes is concerned; but he is infinitely wrong in connection with the only part of his remark that has anything to do with the point at issue. He is correct in what he says about the consolidation of statutes, because it is a very easy thing to know by reference to the statutes

[Mr. E. M. Macdonald.]

what we are doing when we are consolidating. The House, in that case, would have a right to understand that the consolidation to be undertaken was to be fair, just, and honest consolidation of existing provisions. But my hon. friend after making that point clear sought to deal with an entirely different subject in an absolutely different way.

Now, Mr. Chairman, let us see what you have to say as to the reason why we have the preliminary resolution. We have a resolution such as this in order that the House may get an idea as to the direction in which legislation is contemplated and so will have an opportunity of giving or withholding its assent. Now let us take the first thing which is proposed here. We have to make further provision in respect to the handling and marketing of grain. Well, we all know something about the handling and marketing of grain, how that is done; but we do not know what is here proposed to be done in either of these directions. We do not know whether the handling or marketing of grain is to be made easier or more confined; whether new channels are to be sought or not in looking after this very important business. In the name of common sense is there anything in the resolution which tells the House what it is to be asked to do in that connection? We are next told that the buying, selling and transportation of grain is to be provided for. The same remarks apply in absolutely the same way to these questions. We know how grain is transported, there is no question about that, but the government proposes that something shall be done to change that transportation, some further provision is to be made in that connection. What is the nature of the provision? Is it a provision which will throw a further burden—

Mr. FORKE: We will take it by aeroplane afterwards.

Sir HENRY DRAYTON: Possibly—I really would not be surprised at any suggestion the Minister of Trade and Commerce might make in that regard and therefore I say “possibly” but I do not think at the moment that I should say “probably.” At any rate the matter of transportation of grain is to be dealt with and a change is to be made. What change is to be made? Who is to be helped? Are the railway companies to be helped by a diminution of their liability, for example, in connection with losses? Is there to be aid granted to the producer. Or is there to be a further warranty in grain transactions? Is there to be a change made in connection with the rates? What is to be done? Again I