

Canada will become more evident, and that when that history is written the Canadian people will better understand and appreciate the part he played in the development of Canada during the momentous years of the twentieth century.

I associate myself with the carefully prepared remarks of the honourable leader of the government (Hon. Mr. Robertson), and also with the sentiments expressed by my good friend the leader opposite (Hon. Mr. Haig). I do indeed feel keenly the loss of Mr. King, a close friend and a great Canadian.

BUSINESS OF THE SENATE

DEBATE ON THE ADDRESS

On the order:

Consideration of His Excellency the Governor General's Speech from the Throne at the opening of the third (Special) Session of the Twenty-first Parliament of Canada.

Hon. Wishart McL. Robertson: Honourable senators, I have given some consideration to the question of whether or not it is desirable to proceed today with the debate on the Address in reply to the Speech from the Throne. Some of my colleagues feel that the debate should be deferred, as it has been in the other place, and that preference should be given to the important measure before the house; others feel that we are under no obligation to follow that practice. However, all agree that when the railway legislation comes before us it should have priority over all other business.

After discussing the question of procedure with the honourable senator from Rigaud (Hon. Mr. Dupuis), whom I have asked to move the Address in reply to the Speech from the Throne, and the seconder, the honourable senator from Prince (Hon. Mr. Barbour), it seems to me that we should not proceed with the debate today. As honourable senators know, the usual practice is that the session commences on a Thursday, and the Senate then adjourns until the following Tuesday. Under those circumstances there is ample time for the mover and seconder to give some thought to what they will say. Although the present mover and seconder are both experienced parliamentarians, and are able to give interesting speeches on short notice, I feel that under the circumstances they should have more time to prepare what they have to say. I am therefore suggesting that we do not proceed with the debate today, but that they hold themselves in readiness to proceed tomorrow afternoon at 3 o'clock.

I move, honourable senators, that this order stand.

The order stands.

MAINTENANCE OF RAILWAY OPERATION BILL

Hon. Mr. Robertson: Honourable senators, I have no way of knowing how long it will take the other house to deal with the special railway legislation now before it, but as honourable members are aware, that house is proceeding industriously and with great expedition: it sat during the lunch hour, and I understand that it will sit during the dinner hour. I am sure it is the desire of this house, in order to avoid any delay, to hold itself in readiness to consider this important legislation at the first possible opportunity. Under the circumstances, therefore, I would move that we adjourn during pleasure, to re-assemble at the call of the bell at 5:30 p.m., at which time I hope to be able to inform the honourable members whether it will be advisable for us to sit this evening.

The Senate adjourned during pleasure.

The sitting was resumed.

Hon. Mr. Robertson: As honourable senators are aware, considerable progress has been made by the other house in dealing with the special railway legislation, and it has resolved itself into a Committee of the Whole to consider the bill. There is some difference of opinion as to how much time will elapse before the measure comes to us, but I think we should hold ourselves in readiness to deal with it at the earliest possible moment so that the interests of the nation will not suffer in any way. Therefore, I would suggest that we again adjourn during pleasure to meet at 7.30 p.m. If at that hour no progress has been made we can govern ourselves accordingly.

The Senate adjourned during pleasure.

At 7.30 o'clock the sitting was resumed.

MAINTENANCE OF RAILWAY OPERATION BILL

FIRST READING

A message was received from the House of Commons with Bill 1, an Act to provide for the resumption of operations of railways and for the settlement of the existing dispute with respect to terms and conditions of employment between railway companies and their employees.

The bill was read the first time.