

organizations having negotiations with the employer in an effective way, in a way that is appropriate to the peculiar position of the civil service on the one hand, and the Government on the other, I am sure can and will be carried out under this legislation. I do say, however, that the onus to see that this is done is not upon staff organizations. The onus is upon the authorities.

I think honourable senators who attended the committee meeting this morning will agree that what I am saying now reflects what I said then, and that honourable senators who were present last evening will also agree that what I am saying now in no way changes what I said then.

Perhaps I might remark that none of these suggestions appear in an article written by Mr. Norman Campbell in the *Ottawa Citizen*, published today.

### DIVORCE

#### BILLS PASSED BY COMMONS WITHOUT AMENDMENT

**The Hon. the Speaker** informed the Senate that a message had been received from the House of Commons to return certain divorce bills and to acquaint the Senate that these bills had been passed by the Commons without amendment.

**Hon. Mr. Macdonald (Branford):** I wonder if the Chairman of the Divorce Committee (Hon. Mr. Roebuck) could tell the house whether all the bills which have been passed by the Senate have now been passed by the other place?

**The Hon. the Speaker:** My information is that all have been passed, with the exception of two.

**Hon. Arthur W. Roebuck:** That is my information also, and I am quite in agreement with what has been done in that respect. Probably one of those cases will come before us again next session. Sometimes things occur after we have dealt with a case, and that is what happened in respect of both of these cases.

Of course, I am delighted to see that these bills have been passed, but I hope that the objectionable methods which have been employed in the other place this session will not be carried into next session. There were some 350 cases dealt with. We commenced sending them to the Commons in November last, ten months ago, and there they have remained all these months while the litigants who paid for an adjudication have waited, not patiently but with a good deal of mental agony, for these bills to be passed. There are three parties to every bill, the petitioner, the respondent and co-respondent. That means that over a thousand people have waited for these bills

to be passed, some for as long as ten months. In addition, the wives or husbands of many of the parties involved, or the fiancés, perhaps, have been kept waiting. They represent probably another thousand. That is not taking into account the mothers and fathers, brothers and sisters, uncles and aunts. I suppose that there have been something in the neighbourhood of 4,000 or 5,000 people directly interested in the passing of these bills.

There is no advantage to be gained from threshing old straw, and what happens in the other place is not our responsibility, but I do hope that next session we can arrive at some arrangement that will be more just to these people, more kindly and more businesslike than has been the case this session.

### CANADIAN NATIONAL RAILWAYS

#### CONSTRUCTION OF LINE TO GREAT SLAVE LAKE—FIRST READING

**The Hon. the Speaker** informed the Senate that a message had been received from the House of Commons with Bill C-126, respecting the construction of a line of railway in the province of Alberta and in the Northwest Territories by Canadian National Railway Company from a point at or near Grimshaw, in the province of Alberta, in a northerly direction to Great Slave Lake, in the Northwest Territories.

Bill read first time.

#### SECOND READING

**The Hon. the Speaker:** Honourable senators, when shall this bill be read the second time?

**Hon. John A. Buchanan** moved the second reading of the bill.

He said: Honourable senators, the honourable Leader of the Government (Hon. Mr. Aseltine) has given me the privilege of presenting for your consideration Bill C-126. He has conferred on me a great honour indeed, because Bill C-126 deals with the construction of a railway which I dreamed of, and planned in my own mind, forty-five years ago when during a four-year period I made subdivision surveys in the area that this railway will serve. I have now the great satisfaction of knowing that the present location-survey for the most southerly 200 miles is right where I would have placed it on the ground, had I been establishing it at that time.

The proposed route starts at a point on the Northern Alberta Railways at or near Grimshaw, Alberta, and heads in a northerly direction. For the first 175 miles it traverses some of the finest agricultural land in Canada. It then enters bush and muskeg areas, and eventually emerges into a type of country