

what junction it was? What is generally known as the junction is the Windsor and Halifax junction. We certainly did not delay there at all, because we made the journey up to Truro in shorter time than usual—less than three hours. "By time absorbed in shunting extra cars at the several stations until the train was composed of ten cars, and by a heavy train on the slippery wet rail." I doubt the rail being wet, because it was so cold. It may have been frozen, but it certainly was not wet. If ten cars were too much for the engine to draw—I do not know anything about it myself, but people on the train said that it was because the engine was a broken down one, and not fit for a passenger train at all—but if such were the case, why should it have been put on the track to draw a special train carrying members whose business it was to attend the opening of the Session; and if ten cars were too many for it, why put on the ten cars? I say this answer is very unsatisfactory indeed, and if that is the way the Intercolonial Railway is going to be managed, then the Short Line Railway is likely to take away all its custom.

HON. MR. SMITH—Hon. gentlemen must all be aware that during the stormy season, which was the case at the time the hon. gentleman speaks of, unless the Minister sends a special messenger to hunt up all the causes of the delays at the different places it is impossible for him to get a better report. You are all aware that it is impossible for the Minister to find out what is the cause of a train stopping at the different places. One train has to stop for another; but the fact, as far as he can learn, is what the report contains. If the hon. gentleman is not satisfied I shall endeavor to get him a clearer report, but it is impossible for the Minister, without sending a special messenger to get all the causes of delay at that time during the storm. They were afraid in some places to move from junction to junction for fear of collisions. In other places the trains became too heavy, and they were obliged to take their time, and there was a heavy snow on the road. Reason will point out to the hon. gentleman, I think, that almost every railway company in the

country during that time had late trains, and could not account for the delays all round. Of course, if the hon. gentleman insists on a more detailed report, I shall endeavor to get it; but I hope now that the snow has gone and the trains are running on good time, the grass green and everything pleasant, when he is going home he will be taken over the road as rapidly as over any road in the country.

HON. MR. ALMON—I accept the explanation of the hon. gentleman, but I wish to say that the train which left eighteen hours before we did passed over that road that he says was so obstructed by the snow and slippery rails, and got into Montreal on schedule time.

The motion was agreed to and the Senate adjourned at 8:45 p.m.

THE SENATE.

Ottawa, Thursday, May 12th, 1887.

THE SPEAKER took the Chair at 3 o'clock.

Prayers and Routine Proceedings.

ADMINISTRATION OF CRIMINAL LAW.

INQUIRY.

HON. MR. GOWAN inquired

Whether it is the intention of the Government to have printed and distributed to Justices of the Peace and other Judicial Officers, who have not been supplied with copies of the Revised Statutes of Canada, the Chapters of the said Statutes which relate to the criminal law of Canada?

HON. MR. SMITH—A collection of the criminal law for the use of Justices of the Peace and others has been made and is now going through the press and will be ready for distribution in the early part of next month.

HON. MR. GOWAN—I am exceedingly pleased to learn that it is the pur-