

away to another place. They finally traced her to Toronto and endeavored to get personal service on her there, but found that she had crossed the line. They put themselves into communication with her legal representatives, who appeared to act as gentlemen desiring to give every facility in the matter, not wishing to oppose technical objections, I suppose, or perhaps, being instructed to do so, received notice as her solicitors, and there is an endorsement of acceptance of the notice some time ago. It appears to me that this places the matter in a position that will satisfy the House. The seventy-third rule is as follows:

“A copy of the notice in writing, is to be served, at the instance of the applicant, on the person from whom the divorce is sought, if the residence of such person can be ascertained; and proof on oath of such service, or of attempts made to effect it, to the satisfaction of the Senate, is to be adduced before the Senate on the reading of the Petition.”

That is just what has been done here, and that is the issue that is raised by the resolution which my hon. friend has offered, and which I have had the honor of seconding.

The resolution was adopted on division, and the petition was read.

REPORT OF A COMMITTEE PRESENTED.

HON. MR. BELLEROSE, from the Committee on Standing Orders and Private Bills presented their fifth report.

BILL INTRODUCED.

Bill (K) “An Act to incorporate the Montreal and Central Canada Railway Company.”

The Senate adjourned at 4.05 p.m.

THE SENATE.

Tuesday, February, 28th., 1882.

The SPEAKER took the Chair at Eight p.m.

GOVERNMENT RAILWAYS IN NOVA SCOTIA.

MOTION.

HON. MR. POWER moved:—

“That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will cause to be laid before this House, copies of all Orders in Council, Reports of every description, Memorials, Agreements, Proposals, Offers and Correspondence relating to or connected with the disposition or management of the railways in Nova Scotia, now or formerly owned by the Government of Canada, including amongst others the sections of the Intercolonial Railway between Truro and Pictou, and between Windsor Junction and Windsor, the return sought, to include all information as to running powers or other privileges proposed to be granted over other portions of the Intercolonial in the said Province, and to include all information not heretofore submitted in accordance with any Address or Order of this House and printed.”

He said:—I do not think it necessary to say much in support of this resolution. Canada has invested in the roads to which reference is particularly made—the road from Truro to Pictou and the road from Windsor Junction to Windsor—something over three millions of dollars. It is understood that arrangements have recently been made by which this property is to pass from under the control of the Government and Parliament of Canada, and I think it is only proper, it is certainly very desirable, that the public should have all the information necessary to enable them to judge as to the terms upon which the property has been disposed of. I think there is no doubt as to the fact that that is desirable, and I presume that the Government have no objection to furnish the information.

HON. SIR ALEX. CAMPBELL—The Government have no objection to the address.

Motion agreed to.

P. E. I. BANK RELIEF BILL.

THIRD READING.

The following Bill from the House of Commons was introduced and read the first time:—