

had recognized the importance in any measure of the kind in leaving it to the married woman herself to say if she wanted her husband to vote on the property.

"Such a clause is already prepared to amend the election act by a member of this House," said Mr. Hanna, referring to the Macdiarmid bill. "I think that clause gives to every married woman the option to vote on her own property if she is prepared to exercise it," explained Mr. Hanna.

Mr. Rowell remarked that Mr. Hanna's argument had no relation to qualifications of the municipal act.

Mr. Hanna replied that the proposal would involve a considerable departure from the municipal act, and the matter would have to be dealt with in a separate bill and incorporated with the revised act after it had passed out of the committee stage.

Mr. Rowell, on the other hand, thought that similar radical changes were being made in bills sent from the Statute Revision Commission, and the House had before it the very section that would bring about the change desired. The clause would not disqualify married men from holding office on property that stood in their wife's name, as that principle might be dealt with in subsequent sections of the act.

#### Put Husband on "Indian List."

The Opposition leader persisted that so long as the act remained as it was there was no power to allow a married woman to vote. It would be quite possible to deal with the qualifications of husband to hold office on property owned by his wife later, but the effect of the Government's proposal was to do away with the right of a husband to vote by giving notice to the assessor, and put him on the "Indian list." On the other hand, it would be better to repeal the clause and allow married women to vote, unless notice was otherwise given that the husband would represent the property. In cases where both husband and wife were joint owners, the same rule could apply as where a farmer and his son owned the same property jointly, and if it was of sufficient value, both would be entitled to vote.

Mr. Elliott called for the yeas and nays, but the motion was lost on a division.

#### To Change Nomination Day.

Another attempt was made to have nomination day in municipal contests fixed a fortnight earlier in order to remove the turmoil of civic strife from the peaceful Christmas season. W. McDonald of Centre Bruce suggested the change when the nomination sections came up for consideration, and much to his surprise found Sir James Whitney agreeing with him. The Prime Minister declared that it was with a great deal of hesitation that he put his opinion against that of the majority of the House and the people.

"But I still hold the opinion—with a good deal of timidity of course—that a more inconvenient choice could not easily have been made. Still as we live in a democratic country I am prepared to cheerfully give way and support the proposition as it is here and has been in the past."

The section was passed unchanged.

An important concession to the criticism of private members was made when the section dealing with the making of nominations in writing was taken up. It was suggested that the mover and seconder of a nomination should be present. Finally, an amendment was made adding: "Who shall be present at the meeting."

#### Mr. Hanna Gives Way.

The next subsection, a new one, declaring that failure to comply with the provisions of the preceding one shall not invalidate the nomination after it has been received and acted upon by the Returning Officer, was abandoned by Hon. Mr. Hanna after some argument. R. H. Eilber (South Huron) and W. Proudfoot (Centre Huron) led the attack.

J. J. Preston of East Durham tried hard to have the subsection dealing with resignations and declarations altered. At present candidates in urban municipalities had to file declarations as to their qualifications. In the townships it works the other way. No declaration as to qualifications is necessary, but the man who is nominated and does not desire to run for office must file his resignation.

"But the man who intends to run will be at the meeting anyway," said Mr. Preston.

Sir James Whitney contributed to the discussion with a humorous declaration that the man who was honored by his fellow citizens when not at the meeting should be willing to pay for that honor by filing a declaration of his qualifications.

But the Provincial Secretary could not see the need of a change in the present law, and his "carried" put an end to the discussion.

#### The Settler Suffering.

The lack of box car accommodation on the T. & N. O. Railway formed the subject of an exchange of views on the floor of the House when the orders of the day were called yesterday afternoon.

Mr. Rowell called the attention of the Government to a telegram that he had received from Matheson, which read: "Settlers are in a serious condition for want of box cars. Thousands of cords of pulp-wood in bush and on siding. Over eight thousand cords to ship, only a few are delivered daily. Can you do anything to bring this before the House?" (Signed) D. Johnson."

"It is a rather strange thing and a matter to be regretted that the very earnest correspondent of the hon. gentleman did not think it fit to make inquiry from the proper quarter, rather than bring it up in a political way on the floor of this House," commented Sir James Whitney.

"I am sorry the Prime Minister takes that view," said Mr. Rowell. "Perhaps my hon. friend seeing that there is no election pending may consider that there need be no reply to the telegram."

Before adjournment Hon. J. O. Reaume replied by reading a letter from the T. & N. O. Commission explaining the cause of the shortage in box cars at Matheson. The letter suggested that the complainant should inquire from his employer, the Sturgeon Falls Pulp and Paper Co., for the case. The company failed to unload cars as they were delivered by the C.P.R. and demurrage was incurred. The result was that the C.P.R. several times during the past two months had been obliged to place an embargo on shipments from the T. & N. O. to that Company with the result that loads were not taken off their hands, there was a loss from the inactivity of locomotives, and annoyance with the C.P.R. at North Bay because traffic could not be moved.