

Mr. MARTIN. I am finding no fault at all with the revising officer. I am pointing this out to show that something like 150 or 200 persons did really make application from that district to get their names on the list, but on account of a misapprehension on their part, were not able to do so. I believe, from all the information that I have been able to obtain, there will be a very large number unable to vote, not only in Rossland, but also in other districts whose population has been largely increased by the development of silver mines. If some legislation can be introduced which will give these people a vote—it matters nothing to me, as suggested by the hon. member for Ottawa, whether they will vote for the Government or against the Government, we have got to take our chances—at any rate it is quite clear they are entitled to vote, and it is quite clear that the circumstances are very special indeed, and are worthy the consideration of this House and Government.

Motion agreed to.

LITTLE METIS BAY HARBOUR OF REFUGE.

Order for :

Copies of all correspondence, papers, documents, telegrams, &c., from steamship and ship-owners and agents, marine underwriters, manufacturers, merchants and others, of the city of Montreal and elsewhere, in the hands of the Government, in reference to a harbour of refuge in Little Metis Bay.—(Mr. McShane.)

Mr. SCRIVER. Stand.

Mr. SPEAKER. Dropped.

Mr. SCRIVER. I hope this motion will be allowed to stand, and the following motion in the name of the member for Montreal Centre (Mr. McShane).

Mr. FOSTER. There should be some good reason given for allowing a motion to stand at this late period of the session. A month ago we made an agreement across the floor of the House that if these motions were not pressed when they were called, they were to be dropped. I think we ought to insist upon that, unless there is some very good reasons to the contrary. The fact that a member is not present when his notice of motion is called, I do not think should be taken as a sufficient reason, because we are supposed to be here when the motions are called.

Mr. MARTIN. This motion has not been reached since that agreement was made. But on the contrary, the motion of the hon. member for Bruce (Mr. McNeill) has been reached and called three or four times since that agreement was made, and every time it has been allowed to stand for no other reason except to suit the hon. gentleman's convenience—

Mr. SPEAKER. Order.

Mr. MARTIN. So far as we know.

Mr. SCRIVER. I think it would be unfortunate if the rule should be enforced just at this time. I suppose the hon. gentleman from Montreal Centre has been unavoidably detained from being here to-day. I had agreed to support the motion myself, but I do not like to take the responsibility of moving it in the absence of the hon. member in whose name it stands.

Mr. FOSTER. We never can get through the Order paper if we always allow the motions to stand. It has been an invariable rule, when we have arrived at a certain period in the session, that motions should be dropped unless members were ready to proceed with them. This motion can be put on again, if the hon. gentleman wishes. In reference to the motion of the hon. member for Bruce (Mr. McNeill), the last time it was called the leader of the Opposition agreed that it should stand. To-day it was allowed to stand for the reason that the Secretary of State wished to speak upon it, but was not able to do so this afternoon. That is a very important motion.

Mr. SCRIVER. I hope the leader of the House will not insist upon this motion being dropped to-day. Let it stand for this time.

Mr. DAVIES (P.E.I.) I do not think the hon. gentleman can resist that appeal.

Mr. FOSTER. Stand.

BRITISH COLUMBIA SOUTHERN RAILWAY.

Mr. MARTIN moved for .

Copies of all Orders in Council passed with regard to the British Columbia Southern Railway Company and the subsidy to the same; also, of all correspondence with said company or with the Canadian Pacific Railway Company with regard to said railway company.

He said: This is a matter affecting British Columbia, and especially the constituency of Yale. There has been for a long time a very strong desire on the part of the people of British Columbia, and also on the part of the western section of the Northwest Territories, the southern part of Alberta, that there should be a railway constructed from Lethbridge or Dunmore, on the Canadian Pacific Railway, through the Crow's Nest Pass, into the Kootenay district. It is suggested by those who know this country best, that the Crow's Nest Pass is a much better pass by which to cross the mountains than the Kicking Horse Pass, which was selected by the Canadian Pacific Railway. At all events, the matter has been agitated before this Parliament on more than one occasion, and up to date the Canadian Pacific Railway has been practically given a monopoly of that pass, on the assurance that they would, as soon as they could, make financial arrangements, con-