WESTERN PEOPLE ARE MISJUDGED

"Promising" Tour of Sir Wilfrid and His Companions Severely Criticized by Member for Yale-Cariboo

DEBATE ON ADDRESS NOT YET CONCLUDED

Colonel Hughes Ventilates a Gallery Grievance—Premier Further Puts Off Settlement of Manitoba Boundary

OTTAWA, Nov. 26.—With very few more speeches yet to be delivered, the debate on the address has gone over until next week. It is expected that the house will divide on Monday, when a vote will be taken first on the amendment of the opposition leader.

The speakers today were: For the government, Messrs. Fowke, of South Ontario; F. Clark, of Red Deer; for the opposition, Col. Sam Hughes and Mr. Burrell, of Yale-Cariboo.

Mr. Burrell in the course of his remarks said: "Had the premier's western tour taken place in Conservative days, how Sir Wilfrid and his followers would have fulminated against the semi-royal progress, beating of tomtoms, the advance agents whom we met everywhere and the whole undemocratic exhibition."

Mr. Burrell said that when the prime minister and his companions had delivered narrow partisan speeches they had underestimated the good sense of the western people, violated the canons of good taste and undone any political good which the trip might otherwise have done the Liberal party. He rebuked the members of the party for their offers of public works to many constituencies, and for the declaration at Vernon, B. C., that it was better for the people that the Dominion government provide public works, post offices and experimental farms than that it should pay an increased subsidy to the McBride government. Mr. Burrell said that if the prime minister really wished to test opinion in the West he should transfer Mr. Templeman to the senate and open the constituency of Comox-Atlin.

Gallery Incident

Col. Sam Hughes in the house today called attention to an incident which occurred when Rev. George Jackson, of Toronto, and Rev. Dr. Henderson, of Ottawa, visited the House of Commons on Monday. He said he had with the authority of the speaker taken the visitors to the speaker's gallery. They had taken seats in the front row, which subsequently they had been rather bruskuely ordered to vacate and sit farther back. Col. Hughes said that he had seen clergymen of other denominations in the front seats of the gallery this session. He did not wish to charge the speaker with undue zeal.

Speaker Marcil intervened to remind Col. Hughes that it was unparliamentary to criticize the speaker except as the rules provide.

Mr. Hughes, therefore, concluded by asking for an explanation.

Speaker Marcil replied that he had made no changes in the rules governing the gallery. The first row of the speaker's gallery was reserved for Her Excellency and ladies accompanying her, wives of the ministers, of the leader of the opposition and of the speaker, while the wives and daughters of the members of parliament were assigned to front seats in the north end of the speaker's gallery. Yesterday, he said the Bishop of Athabasca had been in the gallery and permission had been obtained for him to occupy a seat in the front row in order to secure a better view of the house. Similar privileges would have been extended to Rev. Mr. Jackson and Rev. Dr. Henderson had it been sought. Speaker Marcil expressed regret at the incident, which he promised would not be repeated.

Forestry Convention

Sir Wilfrid Laurier has issued a call to the Dominion forestry convention to be held under the auspices of the Canadian Forestry Association in Quebec during the last week in January. The convention will be one of the most important ever held in Canada. Hon. Clifford Sifton, chairman of the commission on conservation, has from the first warmly supported it, and it has been arranged that the commission will hold its annual meeting in the city of Quebec during the same week.

Manitoba's Boundary

Premier Roblin made a call upon Sir Wilfrid Laurier today to discuss the question of the extension of the Manitoba boundary. Sir Wilfrid Laurier further postponed the conference, alleging as an excuse the absence of Mr. Fielding. Mr. Roblin was warmly received by the Conservative members, and occupied a seat of honor on the floor of the house.

ELEPHANT POISONED

Five Hundred Grains of Cyanide Was Necessary to Kill Gypsy Queen —Had Become Vicious

NEW YORK, Nov. 25.—It took 500 grains of cyanide of potassium, most deadly poison, to kill Gypsy Queen, a trick elephant, executed today for the murder of her keeper, Robert Schial, on October 20.

Less than one grain is sufficient to a man, and the first convulsive symptoms supervene almost before the victim can set down the glass from which he swallows. Gypsy Queen swayed backward and forward, flapping her big ears, for ten minutes, before she showed the least uneasiness. It was 44 minutes before she was pronounced dead.

The poison was given in three pailfuls of bran mash, in which had been sprinkled 100 capsules each of five grains of cyanide. The elephant had been starved for 24 hours and ate greedily. At the end of ten minutes she shivered in all her bulk of 7,650 pounds, her knees weakened, her trunk drew rigid, she rolled her eyes and finally fell.

In the next two minutes she got up four times, struggling against the chains that bound her. At the end of 20 minutes her breathing was imperceptible, but 44 minutes after her first swallow she blinked when her trainer passed his hands before her eyes. That was the last sign of life.

The Queen was born in Africa 37 years ago, and was one of the largest elephants in captivity. Of recent years her temper grew sullen. Last October she seized an unaccustomed keeper who had been warned not to go near her, slammed him against the wall of her cell, and then trod him into a pulp. A few days ago she grabbed for another keeper, but he kept out of reach. Nevertheless her trainer never lost faith in her. To prove her docility, he took her out today a few minutes before her execution and led her through her paces. She seemed willing to perform, and submitted to caresses before she was led into her death.

SEA TRAGEDIES IN THE NORTH

Two Brothers Perish and Third Likely to Die—Boat With Four Men From Wrecked Schooner is Missing

JUNEAU, Alaska, Nov. 25.—Captain McConaghey, of the mail boat Fox, which arrived here today, tells of the death of two brothers as the result of an explosion on a gasoline launch. A third brother, who was seriously injured, drifted about in the open sea several days before being picked up. He is not expected to recover.

The three Delague brothers, natives, attempted to reach a small island near Kake in their power boat. An explosion occurred, wrecking the engine, and threatening to set the little boat on fire.

One of the brothers seized a drum of blazing fuel to cast it overboard. In doing so he lost his balance and fell into the water. He was badly burned, and could not help himself. One of his brothers leaped into the water to rescue the drowning man, but both were lost.

The third brother, badly injured and without fuel to run his engine, which he managed to repair, drifted helplessly about on the launch. He was nearly dead when picked up by the Fox, and Captain McConaghey doubts if he will recover.

Four members of the crew of the power schooner Sea Light, which was wrecked near Cape Ommaney, at the southern end of Baranof Island, are believed to have been lost in a storm which swept the north Pacific on Monday. The Sea Light, which had eight men in her crew, was wrecked five days ago. The men set out in dories, four men in each boat. One of the boats arrived at Sitka today with the report of the wreck of the schooner, and the probable loss of the men who set out in the other dory. When last seen the missing dory was being tossed by a heavy sea and appeared to be sinking. The four men who reached Sitka today were in a famished condition. They had scant supplies of water and provisions when they launched their boat from the sinking schooner. Their provisions soon gave out, and when picked up at Sitka they were suffering greatly.

NO LOSS OF LIFE

Glacial Flood on Bering River, Alaska, Less Disastrous Than Was at First Feared

CORDOVA, Alaska, Nov. 25.—Fears of loss of life in the glacial flood which swept down the Bering river yesterday were allayed today when further reports were received from Katalla saying that searching parties had failed to find anything to indicate that fatalities had resulted from the phenomenon. The water subsided with great rapidity, and today the Bering river assumed its normal condition. That greater damage was not done by the rush of water and icebergs is attributed to the mildness of the weather. The river was not frozen over to a great depth, and consequently the water flowed freely, preventing jams with the serious results that would have followed.

If the ice in the river had been thicker, the great jams that would have formed when the icebergs swept down from the glacier would have held the water in the valley and would have covered the country with a much deeper flood than that which inundated it yesterday.

That no loss of life has been reported is attributed to the early fall of snow in the foothills, which caused a suspension of mining operations and drove the prospectors from the district for the winter. The greatest destruction by the flood was several miles from the populated district. No estimate of the damage has been made.

Webster Gains Decision

LOS ANGELES, Nov. 24.—The boxing game, which has been dormant since before the Jeffries-Johnson fight, was revived here today, when Danny Webster, bantamweight of Los Angeles, gained a twenty round decision over Charles White of Chicago.

Dr. Hart went over to Vancouver last night on the Princess Royal.

RAILWAY PLANS HAVE BEEN FILED

Canadian Northern Pacific is Ready to Proceed With Construction of 20 Miles Out of Victoria

TENDERS WILL BE ASKED FORTHWITH

Additional Contract Awarded for Mainland—Winter Work in B. C. Ordered—A Note of Strong Imperialism

Plans for the first twenty miles of the Canadian Northern Pacific railway on Vancouver Island were filed today with the government. As soon as the surveyors can complete the necessary preliminary work so that plans for additional mileage can be got ready, these will be filed. And as soon as the government accepts the plans, tenders will be called for and conracts let, so that building the road can begin. We are just as anxious as anyone that the delay shall be reduced to a minimum."

Such was the announcement of Mr. D. D. Mann, vice-president of the Canadian Northern Pacific, prior to his departure for Vancouver, on his way East, last night. General Manager McLeod and Mr. T. G. Holt, executive agent for the related companies in this province, went with him, although the latter expects to be back in Victoria again very shortly.

The greater part of yesterday was spent by Mr. Mann and his associates of the road in consultation with Divisional Engineer G. B. Hughes in regard to surveys, etc, incident to construction on the island. These were found to be sufficiently complete to permit of the filing of plans for twenty miles out of Victoria, according to the route adopted some weeks ago and fully mapped out and described in these columns at that time, the filing of plans for governmental approval being a requirement of law.

Contractors who aspire to secure the work of construction on the island will now have access to the plans and (what is all important to their purpose) the profiles prepared by the company's surveyors, and little or no time will be lost upon tenders being invited in getting them in. Construction will begin from Victoria towards Sooke Harbor and thence via Sooke river and lake towards Shawnigan, and, it is not too much to hope that Christmas will see the railway builders actively at work.

No Halt For Winter

The first sections of the Island division of the C. N. P. will involve very considerable heavy rock work, but this, once started, can, under Island climatic conditions, be successfully and continuously prosecuted throughout the winter months. There are, happily for Vancouver Island, many practical railroad workers and important construction plants now disengaged in the Pacific Northwest, as a result of the general suspension of railway building in the neighbor states, and this should guarantee not only an abundance of plant for immediate use, but a plentiful supply of experienced and competent labor.

The clearing of right-of-way will, in accordance with modern railroading practice, be let by acreage, and the contracts for construction by classification and quantities—so much per yard for heavy rockwork, so much for broken rockwork, so much for gravel or sand, etc., this large adaptation of the piecework system being extended even to the steel bridge building, which, oddly enough, to the inexperienced layman, is awarded at so many cents per pound of the structure's weight.

Mr. Mann but awaited in Victoria the return of Premier McBride, who has been addressing one or two meetings in Yale—from which constituency he returned by last evening's Princess Royal, confident that Mr. Alexander Lucas will be in attendance at the opening of Parliament as the representative of the district. The railway builder and the Prime Minister had an extended conference last evening, after which there was left no further business to detain Mr. Mann at present in this city.

Another Contract Let

A number of important announcements respecting the plans of the Canadian Northern Pacific were made by Mr. Mann during his flying visit. One is that the Canadian Northern Construction Co., which recently secured the work of building for sixty miles to a point beyond Chilliwack has just been awarded a further contract for the work as far east as Hope, a distance of seventy-nine miles from the New Westminster bridge. Construction will be prosecuted throughout the winter months.

Mr. Mann also talked interestingly about the last project for a railway from Stewart to Edmonton now occupying the consideration of his company.

"A contract for the construction of our main line from the vicinity of Chilliwack to Hope, a point seventy-nine miles from New Westminster bridge has just been awarded to the Northern Construction Company. Work on the entire Fraser River Valley section will be prosecuted vigorously throughout the winter months. This will also include heavy rock work, as well as tunnelling," said Mr. Mann to an interviewer. "The rails have already been ordered from the steel works at Sydney, Cape Breton, and will be shipped around the Horn, to arrive at Port Mann at the end of April, or early in May of next year. We expect the grading will then have been sufficiently completed to start laying the track in the direction of Hope, which should be reached later on in the season. No additional contracts for construction up the Fraser river beyond Hope will be awarded until the railway commission awards a decision respecting our application for approval of right-of-way through a portion of Fraser River canyon in the vicinity of Lytton. We will, however, ask for tenders at once for building approximately from twenty to twenty-five miles of the Island line out from Victoria. This work will also be proceeded with without any delay.

From Imperialist Viewpoint.

"The Dominion today occupies a unique and significant position in the eyes of British investors. It is a noteworthy fact that they are financing our railway enterprises, floating our industrial propositions and buying our municipal bond issues," continued Mr. Mann. "This is in marked contrast to their attitude towards all kinds of American railway securities. The unwillingness of the British investor to buy them has had a somewhat demoralizing effect in the United States. It has virtually curtailed railway extensions and improvements for months past, and across the border, according to the press, there are today over four and one-half million people out of employment. Is not the superior situation which exists in Canada worth all the contributions we can make directly or indirectly in the cause of imperial defence? As Canadians we should all rejoice that both political parties favor the principle, even though they may differ as to the best methods of applying it. No patience should be shown anybody who is opposed to granting any form of assistance towards Imperial defence."

Planning Another Road.

Mr. Mann confirmed the announcement made in the Colonist some weeks ago that the Canadian Northern is applying for a charter for a railway from Stewart at the head of Portland Canal across Northern British Columbia to the eastern borders of the province, there to connect with a line to Edmonton. The charter for the Alberta section of this proposed trunk line has already been secured from the legislature of Alberta. With prophetic vision Mr. Mann sees an era of development of the enormous resources of the north country with the extension of railway facilities.

"Our engineer has already done some preliminary work, demonstrating that it is quite feasible to build a line from the Portland Canal district into the Naas River Valley," said Mr. Mann. "He has ascertained that fair grades can be secured as the summit has an altitude of only 1740 feet above sea level. About three thousand feet of tunneling and certain snowsheds would have to be built at the summit of the divide. The maximum grades for westbound traffic would be about one per cent, and eastbound a maximum grade of two-tenths, and that for only a few miles, can be secured. The building of less than a hundred miles of line from Stewart will tap the Naas River valley which, according to my information, contains vast areas of land adapted for mixed farming and for ranching, as well as rich mineral resources and anthracite coal.

Exploratory Work Next Year.

"I feel convinced that no serious engineering difficulties exist as regards this portion of the route. It may not be generally known that a line from Edmonton direct to Stewart will not be much longer than our route from Edmonton to Vancouver. We will probably do some exploratory work next year in the region between the Naas River valley and the western boundary of Alberta."

Mr. Mann also gave an emphatic denial to the report that the Canadian Northern was seeking to secure the charter of the Great Waterways railway, a line projected to run from Edmonton north to Fort McMurray.

LATEST PRODUCTION OF TOLSTOI'S PEN

Argument Against Capital Punishment Written in Monastery After Starting on Journey to Exile

ST. PETERSBURG, Nov. 25.—The Associated Press received early today from Vladimir Tschertkoff, literary agent of the late Count Tolstoi, the last article written by Tolstoi. It is entitled "Effective Means." It was written by Tolstoi in the Optina monastery on November 11, shortly after he began his self-imposed exile from home. The article was given the Associated Press by M. Tschertkoff with the express wish of Count Tolstoi for disseminating it to mankind. It says:

"I am naturally anxious to do all I can against evil, which tortures the best spirits of our time.

"I think the present effective war against capital punishment does not need forcing; there is no need of an expression of indignation against its immorality, cruelty and absurdity.

"Every sincere, thinking person; everybody knowing from youth the sixth commandment, needs no explanation of its absurdity and immorality; there is no need for descriptions of the horrors of executions, as they only affect hangmen, so men will more unwillingly become executionary and governments will be obliged to compensate them more dearly for their services.

"Therefore I think that neither the expression of indignation against the murder of our fellowmen nor the suggestion of its horror is mainly needed, but something totally different.

"As Kant well says, there are delusions which cannot be disproved, and we must communicate to the deluded mind knowledge which will enlighten and then the delusions will vanish by themselves.

"What knowledge need we communicate to the deluded human mind regarding the indispensableness, usefulness or justice of capital punishment in order that said delusion may destroy itself?

"Such knowledge, in my opinion, is this: The knowledge of what is man; what his surrounding world; what his destiny; hence what man can and must do and principally what he cannot and must not do?

"Therefore we should oppose punishment by inculcating this knowledge in all men, especially to hangmen's managers and sympathizers who wrongfully think they are maintaining their position, thanks only to capital punishment.

"I know this is not an easy task. The employers and approvers of hangmen with the instinct of self-preservation feel that this knowledge will make impossible the maintenance of the position which they occupy. Hence not only will they themselves not adopt it, but by all means in their power, by violence deceit cruelty and lies they will try to hide from the people this knowledge distorting it and exposing its disseminators to all kinds of privations and sufferings.

"Therefore if we wish readily to destroy the delusion of capital punishment and if we possess the knowledge which destroys this delusion let us in spite of all menaces deprivations and sufferings teach the people this knowledge because it is solely the effective means in the fight.

"Leo Tolstoi Optina Monastery, Nov. 11."

THE GAME ACT

Chief Game Warden Will Discuss Amendments With Provincial Secretary

It is expected that the Chief Provincial Game Warden, Mr. Bryan Williams, will next week visit the capital to discuss with the Provincial Secretary and the Attorney-General possibly desirable amendments to the existing game laws for presentation to the legislature at its assembling in January, and also to talk over with Hon. Dr. Young the introduction of new varieties of game in the Provincial park at Buttle Lake.

The indigenous birds and beasts in that particular section of the island are known to include the common mule deer, the wapiti or elk, black bear, wolves, panthers, ptarmigan and grouse. It has been suggested that a herd of chamois, which Mr. Warburton Pike is now arranging to secure in Austria might find a congenial home in the mountains which rise abruptly from Buttle Lake, and that these would add immensely in picturesqueness to the attractive qualities of the park.

Before anything is done however in such chamois colonization investigation will have to be made as to whether the altitude and climate are likely to prove suitable.

Another proposal which is receiving consideration is for the introduction of the Scottish red deer which there is every reason to believe would thrive and multiply in the congenial fastnesses of the Vancouver Island Alps.

WINNIPEG, Nov. 24.—The annual meeting of the Winnipeg exhibition board showed a deficit of eighteen thousand dollars for the year.

LONG COATS for the Cold Weather

Campbells

"THE FASHION CENTRE."

LONG COATS for the Cold Weather

A Stir in Silk Belts and Neckwear

For the benefit of those who were not fortunate to see our ad. yesterday, we today repeat the tempting values we are offering for the week-end:

Silk Belts and Directoire Sash Belts

CHARMING LINE OF SILK BELTS, in navy, blue, brown, green, grey, red, Alice blue, pale blue, pink, Nile green and old rose. These are of Dresden silk, tastily trimmed with small fancy buckles and very neat shirrings. Regular values up to $2.25. Today, price 50c

ALSO A FEW DIRECTOIRE SASH BELTS. Values up to $2.25. Today, price 50c

Dainty Neckwear Novelties

A large assortment of FANCY NECKWEAR, in lace, net and chiffon, embracing Collars, with and without jabots, edged and trimmed with ribbon, velvet, fancy beads and buttons. Regular value, up to $1.50. Today,

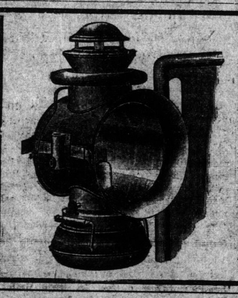
50c

Good News for the Mother

"Kiddie's" Coat Special Next Tuesday and Wednesday

When our doors open Tuesday morning, you will be admitted to partake of "Campbell's" price reduction on "Kiddies'" Coats. All these little garments are of the latest style, including the Raglan shoulders.

Further details in Tomorrow's Colonist.



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HARRIMAN LINES IN COAST STATES

President Lovett Explains Purpose of New Holding Corporation—Company is Controlled by Union Pacific

NEW YORK, Nov. 25.—R. S. Lovett, president of the Union Pacific railroad, today gave out a statement explaining the purpose of the incorporation in Oregon on Wednesday of the Oregon-Washington Railroad and Navigation Co.

The new company is capitalized at $50,000,000, and is controlled by the Union Pacific.

Judge Lovett's statement says: "The Oregon R. R. Navigation Co. mortgage, which limited the bonds issuable under it to $24,000,000, made no adequate provision for new lines. Consequently, branches and other extensions have been constructed from time to time by a separate corporation, so that the system in Oregon and Washington, while operated as a unit, is really owned by several different companies, whose stock is held by the Union Pacific.

"The purpose now is to vest the title to these several pieces of railroad in a single corporation and provide for further construction and expansion to keep pace with the rapid development of the Northwest by an issue of bonds under a mortgage that will cover an entire and compact system.

"No arrangements have been made for the issue of such bonds. We are merely getting ready to deal promptly with conditions as they arise. We are taking similar action, and for the same reasons, with respect to the Oregon Short line system in Utah, Idaho and Montana."

C. N. R. Train Wreck.

REGINA, Nov. 24.—A spread rail was responsible for wrecking the southbound Canadian Northern train from Prince Albert at Bethune. The cafe car and sleeper were derailed, the balance of the train coming on to Regina.

BUGLES FOR THE BOYS

Our stock of Copper and Brass Bugles is a most extensive and varied one, while prices are such as to meet all purses, ranging at—

$2.50 $3.00 $4.00 $5.00 and $6.50

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FRENCH BARK SUFFERED IN STORM

Five of Beams of Amiral De Cornulier Broken by Straining During Storms Off Montevideo

TACOMA, Nov. 26.—The French bark Amiral De Cornulier, in port today from Glasgow, was severely buffeted for ten days while off Montevideo and for fifteen days after rounding Cape Horn. Five of her iron beams were broken by the straining of the ship and it was necessary to shift 300 tons of the deck cargo to prevent it from crashing into the hold and possibly going through the bottom. The captain says the ship was driven so close to the shore after rounding the Horn into the Pacific that he was able to see the Straits of Magellan. He reports a menace to navigation in latitude 46 degrees south north of the Falkland islands, in a gigantic iceberg 120 feet high and two miles long.

Suffragettes Choose Jail

LONDON, Nov. 24.—Scores of suffragettes arrested from the hundreds that participated in attacks upon the homes of Premier Asquith and members of parliament were tried today. Fines averaging £5 each were imposed. The suffragettes refused to pay and went to jail.

Mr. W. A. Litcher left last night on the Princess Royal for Vancouver.