REALTY MOVEMENT WELL SUSTAINED

List of Sales Recorded in Local Market Indicates Brisk Demand for Victoria Property of All Kinds

The brisk movement in the local realty market shows no signs of declining and daily a long list of sales are being recorded. The demand still centers in the business district, although there have been a number of transactions in close in residential property as well as in lots and acreage lying near the city's limits.

Mr. T. P. McConnell reports having made the following sales during the past week: One lot with dwellings on Pandora avenue for $16,000; one lot with two cottages on Pandora avenue for $13,000; a vacant lot on Pandora avenue with ninety feet frontage for $12,500; two lots on Pandora avenue at $11,000 and $12,000 each; one lot with a dwelling on Pandora avenue for $5,500; one house on Cormorant street for $3,500; a house and half a lot on Pandora avenue for $3,500; eight acres on Cook street; and nine lots in Piercefield.

Messrs. Plummer and Rideout have been responsible for the sale of a lot next to the corner of Fort and Quadra streets for $18,000; and the sale of a lot on View street between Quadra and Vancouver for $10,000.

Messrs. Tracksell, Anderson & Co. have put through the sale of 83 lots on Burnside road at an average cost of between $500 and $600; a 30-foot half lot on Yates street for $6,000; a piece of property with a 36-foot frontage on Pandora avenue for $5,500; and a lot on View street east of Vancouver for $6,000.

REVISED SURVEY PLANS

More Favorable Grade Across the Hope Mountains Obtained by V. V. & Eastern.

Plans of a revised survey of the route of the V. V. & E. railway from the summit of the Hope mountains at the headwaters of the Coquihalla river down the eastern slope to Otter Flat, a distance of forty miles, are now being prepared, and will be forwarded during the next few days to the minister of railways at Ottawa, for approval and filing.

Two survey parties spent the past season on the eastern slope of the Hope mountains with the object of securing if possible a lower gradient for the line than had been obtained in the preceding year. Successful results were achieved according to the statement of Chief Engineer Kennedy, who reports that for the entire distance of forty miles there is now but a small section with a maximum gradient exceeding 1.2 per cent and less than ten miles of a 1 per cent grade.

This would appear to indicate that the problem of building westward from Princeton to the Summit will not present the serious engineering difficulties heretofore anticipated, nor prove as expensive as has been expected.

The road is now completed westward from the Boundary district to Princeton in the Similkameen and is in operation, while ten miles of the roadbed has been graded west of Princeton. It is understood that construction of the forty mile section from the end of the graded section at Otter Flat to the Summit will be begun in the spring and continuously prosecuted to completion. Construction of the section from the Summit down the western slope to Hope may be postponed until a later date, as the original survey has not yet been finally revised, the grades being steeper than on the other side of the Divide. Two years it is expected will, however, see the completion of the gap between Princeton and Vancouver.

FINE STRUCTURE

B. C. Electric Railway Company to Erect Large Building for Headquarters in Vancouver.

VANCOUVER, Nov. 24.—The management of the B. C. E. R. Co. has issued a call for tenders for its new passenger station and office block at the southwest corner of Carrall and Hastings streets. The bids are to be opened on December 21, and the company expects to start construction operations as soon as the contract is let and rush the building to a speedy completion.

The plans for the building show a five story block covering the entire property formerly ocupied by the concern with its terminal station and office building.

The block will cost from $250,000 to $300,000 and the foundations are of such a character that additional stories may be added as the company's business grows. The ground floor will be devoted almost entirely for use as a terminal passenger station for the interurban systems of the company.

G. T. P. Appointment.

MONTREAL, Nov. 24.—David Crombie has been appointed assistant to the vice president of the Grand Trunk, E. H. Fitzhugh, the appointment effective today. Mr. Crombie has been for the last three years assistant to Mr. Brownlee, general manager of transportation. He is a native of Hamilton and started his railway career 28 years ago as telegraph operator at Chatham.

George Marshall of Hope has been sentenced to six months' imprisonment for supplying intoxicants to Indians. On the expiry of his sentence he will appear for trial on the charge of seriously wounding an Indian woman.

ROUTE PLANS OF RAILWAY FILED

(Continued From Page One.)

does the existing railway. The main highway in the vicicinity of Parson's Bridge is to be diverted so that, for the safety of the public, it may be brought outside of both railway lines, instead of running between them as would otherwise be inevitable.

Greatest Elevation

The greatest elevation reached on the section of the new road for which plans are now on file is 226 feet, while 1.50 per cent is the maximum gradient—and that for only a miscroscopic distance. The profile plan generally is admitted by all experts who have examined it as reflecting the highest credit upon Mr. Hughes and his engineering staff, and indicating a road when it is completed of the strictly first class transcontinental standard.

After crossing beneath the metals of the E. & N., the new line trends almost due southerly for a short distance, traversing the properties of the Hudson's Bay Co., and Mr. H. D. Helmcken, K. C., and entering and swinging westerly upon the Hatley Park homestead of Mr. James Dunsmuir, making a broad sweep and then being laid southwesterly and southerly as far as at present raced.

Properties Traversed

The properties to be traversed according to the first filed section plans are briefly as hereunder:

Lot	Block	Owner	Feet	Acreage
1	93	Edward Logan	2065	3.57
2	92	Hon. J. S. Helmcken		
3	8	Henry A. Francis	1400	2.89
4	28	Henry A. Francis	705	1.46
5	24	Henry Price	810	1.64
6	12	Henry Price	1205	5.53
7	13	Henry Price	1425	4.60
8	6	Esquimalt Waterworks Co.	500	1.03
9	97	Jessie Wilson Day	430	.70
10	98	Henry Price, et al	1855	3.84
11	104	Hudson's Bay Co.	1275	2.64
12	1	Hudson's Bay Co.	8970	23.95
13	96	H. D. Helmcken	3650	7.55
13a	15	James Dunsmuir	1010	2.03
4	30	Edith L. Higgins	1030	2.13
15	71	A. H. and F. A. Peat	1620	3.35
16	72	Pemberton and Ward	410	.75
17	73	A. H. and A. Peat	165	.30
18	74	A. T. Peat	1455	3.01
19	75	A. H. Peat	2350	4.86
20	76	A. P. Luxton	2350	4.86
21	82	A. P. Luxton	1315	2.72
22	83	A. P. Luxton	1710	3.54
23	84	A. P. Luxton	1380	2.86

The plans referred to, for this initial section on the island, have been duly approved and certified by Hon. Mr. Ross, chief commissioner of lands. The law provides that anyone may have access to them during the ensuing thirty days, and that during that period any property owner feeling himself aggrieved shall have the right to object to the Lieutenant-Governor-in-Council, by whom, if it be deemed that a sufficient cause of grievance exists to justify such a step, an independent engineer may be instructed to investigate and report.

LAKE IN GLACIER BREAKS BOUNDS

Great Flood Caused in Valley of Bering River — Fears That Prospectors Have Been Swept Away With Cabins

CORDOVA, Alaska, Nov. 24.—A disastrous flood, caused by the loosening of the waters of an internal lake in Bering glacier, swept the Bering river valley today, devastating a large section of the country southwest of the great ice field. Many miners' cabins were swept away, and grave fears are entertained for the lives of the occupants.

Icebergs of gigantic size were torn loose from the glacier and dumped into the river. Swept before the huge rush of water, which caused the Bering river to rise ten feet in four hours, these great masses of ice carried everything before them in their rush to the sea. Cabins near the river were carried out by the rush of water and then ground to pieces by the ice.

The roar of the flood and the grinding and the crashing of the enormous icebergs could be heard six miles away.

Grave fears are entertained for the safety of K. Smith and H. S. Wise, prospectors who were last seen in the flooded region.

Searching parties have been organized to go over the devastated section to determine the extent of the damage and ascertain whether there has been loss of life. Relief parties have been sent from Katalla to take aid to the stricken miners.

Details of the destructive outbreak are lacking, only meagre reports have been received by telephone from Katalla, the nearest town to the flood-swept district.

Bering glacier is east of Katalla, and is about thirty miles inland from the Gulf of Alaska. It is the centre of the famous Bering river coal district.

This is the second peculiar glacial outbreak in this part of Alaska in the last two years. Great damage was done two years ago when a similar internal lake broke from Miles glacier, sweeping away several miles of newly laid track of the Copper river railroad.

MOTOR CAR CONTESTS

Fast Time Made in Races at Santa Monica Course—Stock Car Record Broken

SANTA MONICA RACE COURSE, Cal., Nov. 24.—Teddy Tetsloff of Los Angeles, in a Lozier car, was the hero of the second annual Santa Monica road race. He not only piloted his big racer to victory in the stock car event, winning over five competitors, breaking the American stock car record and coming within one mile an hour of the world's record, but also started a few minutes later in the 202.8 mile free-for-all against seven other entries and duplicated his victory.

In the race for heavy stock cars, which was over a course of 151.506 miles he established a new record for this country by averaging 73.29-100 miles an hour.

In the next race, over the longer course, he averaged 71.4 miles an hour. This latter average would have been higher had he not been so far in the lead in the finish that he did not try to make the last lap at a better than a mile a minute.

Bert Dingley in his Pope-Hartford, was second in both the heavy stock car and free-for-all races.

The Maxwell was the victor in the 161.230 cubic inches displacement class and the Duroclar took the 230-300 class event.

E. H. Fancher drove the Maxwell and J. W. McTeague was at the wheel of the Duroccar. The small car events were of 101.4 miles each and were run simultaneously.

A remarkable feature of the fast racing was the entire freedom from serious accidents. But one car ran off the course. The Cutting, with George Clark driving, left the track in the small car race, but no one was hurt. The spectators kept the course fairly clear, despite the fact that fully 50,000 people were packed along both sides of the eight miles of roadway.

APPLY FOR CHARTERS

Notice Given That Application for Railway Charters Will be Made to the Legislature.

Two new railway charters to be applied for at the forthcoming session of the local House are foreshadowed in private bill notices appearing in the current issue of the official "Gazette." The first of these new companies, for which H. W. R. Moore is acting as solicitor, it is proposed shall be incorporated as the Graham Island Railway Co., its proposal being to build and operate a line of railway from Skidegate Inlet through the centre of the eastern portion of Graham Island to the town of Masset on the inlet of the same name, with power also to build and operate wharves, docks and steamers in connection with its railway enterprises.

Elliott, MacLean & Shandley are acting for the promoters in the second charter application referred to, this being a project to build from the mouth of the Salmon river on Dean channel, or from Bella Coola or some intermediate point on the western boundary line of the province, to Sigutia lake and thence to Kwalcho lake, Lhaighat river and Entico lake, along the Entiaco river to Nataikus lake, and along the upper Nechaco river to Fraser lake and easterly to where the eastern boundary line of the province intercepts the Peace river.

This latter line although providing for mileage of approximately not more than 150 miles, and presumably operated by electricity for the provision of which several excellent power sites are available in the district to be traversed, would be a road of very great importance to the commercial interests of Victoria and Vancouver, providing as it would, an economical avenue of trade communication with the great waterway system of the upper Fraser, and enabling merchants of the Coast cities to compete as they would otherwise be debarred from doing, with Edmonton for the rapidly developing business of upper Cariboo and other awakening districts of the northern interior.

Under present conditions with the building of the G. T. P. westward, the trade of a very considerable part of inland British Columbia would, but for some such short line from the Coast, be exclusively enjoyed for the next few years at least, by the commercial community of Edmonton.

Canadian Northern Building.

WINNIPEG, Nov. 24.—Mackenzie & Murray is the name of the contracting firm which will build the Pembina river and Yellowhead pass section of the C. N. R. The former is the youngest son of William Mackenzie, the president.

Sentence for Manslaughter.

PORT ARTHUR, Ont., Nov. 24.—At the assizes Alexander Johnston pleaded guilty to the charge of manslaughter in killing James Fox, a cook in Green's lumber camp, near Mack's siding, last month. He was sentenced by Judge Britton to one year's imprisonment.

Dominico Capertrano of Michel has been committed for trial on a charge of attempted murder. He inflicted fourteen knife wounds upon one Vincenti on the night of October 29 last.

Mabel and Tommy Tomkins, New Westminster tots of twelve and seven years respectively, walked fifteen miles from their home, through the night and in pouring rain, recently. They were lost and thought they were going homeward, when the contrary was the case.

TEN PROPOSALS FROM AUSTRALIA

Commonwealth Government Changes its Mind in Regard to Proceedings of Coming Imperial Conference.

MELBOURNE, Nov. 26.—The announcement that the federal government did not intend to submit any proposals to the Imperial conference in London next June was received with a great deal of surprise in official and political quarters. Still greater surprise was felt today when it was announced that so far from not submitting proposals to the conference, the government would place before it no less than ten motions.

The Cabinet has decided that it will urge on the conference the promotion of international trade, British goods and shipping at the same time being supported as far as possible.

Greater uniformity in company and navigation laws is also to be advocated, as well as the encouragement of immigration, the alteration of the declaration of London so that foodstuffs may be removed from article 24; and the amendment of the existing naturalization laws.

The important subject of the establishment of an All-Red cable across the Atlantic ocean the cable to be worked in conjunction with the transpacific cable, is to be brought before the conference with the strongest possible recommendation of the Commonwealth representatives.

A vote has been passed for £2,500 sterling to pay the fares and expenses of the members of parliament who are to attend the coronation in London. Eighteen members will go.

TORONTO, Nov. 24.—John Armstrong, secretary of the bureau of labor at the parliament buildings, is dead.

NO SUMMER BOATS ON SKEENA RIVER

Captain Nicholson Denies Rumors as to Grand Trunk Pacific Plans—Prince Rupert Delayed.

VANCOUVER, Nov. 27.—Captain C. H. Nicholson, steamship manager of the G. T. P. Co., stated last night that there was no foundation for the current rumor that his company intended to run summer excursion boats on the Skeena river. The company will have a railroad through there before long, he said, and would have no object in running river steamers.

The steamer Prince Rupert arrived here tonight from the north, several hours late, although she had left the northern port on time. The reason for the delay is understood to have been the difficulty in coaling enroute down, and that at another time she had been held up by an unfavorable tide. She brought about 170 passengers for Vancouver. After discharging passengers and freight she cleared for Victoria. Captain Nicholson and E. J. Chamberlin were on board en route for Victoria.

ANNOUNCES POLLING DAY

Provincial Gazette Refers to Terms of Submission of Canada Temperance Act

The first public and official intimation that has been given in this province of a definite consummation of the desires of a portion of the people to have the provisions of the Canada Temperance Act (more commonly known as the Scott Act) made applicable in British Columbia, appears in the Gazette of yesterday in the re-publication of a Dominion proclamation containing the petitions in this behalf presented from Prince Rupert and from Chilliwack, and announcing that a poll of the qualified voters on the subject will be taken Wednesday, the 14th December, at both interested cities.

The petitions necessary to secure the submission to vote of the question as to whether the theoretically prohibitory law shall be locally substituted for British Columbia's present drastic and rigorously enforced "high-license-and-strict-regulation" plan are by law required to represent in signatories one-fourth of the qualified voters; while a bare majority is sufficient to carry or reject the proposal at the polls. The Prince Rupert petition contained 244 names, and that at Chilliwack 149.

J. Lorne MacLaren has been named as the returning officer at Prince Rupert, and Henry Ashwell will act similarly at Chilliwack, the appointment of deputy returning officers being made by them on the 9th inst., and the result of the poll declared at 10 a. m. on December 16.

In the event of the petition being adopted by the electors of either city, the Governor-General-in-Council may, at any time after the expiration of sixty days, by the adoption of an order-in-council and its publication in the Canada Gazette, declare the second part of the Canada Temperance Act to be in force and effect from and after the date on which annual or semi-annual licenses for the sale of spirituous liquors in these cities expire, provided that such date be not less than ninety days from the date of the order-in-council referred to; and if it be less, then on the like day in the next following year.

If no licenses are in force and the petition is approved by the electorate of either city, then the Scott Act is to become effective in such city at the expiration of thirty days from the adoption of the order-in-council.

TRUNK ROAD POLICY

Pacific Highway Association Commends B. C. Government's Intentions

The Pacific Highway association, an organization whose object is to connect up the main roads running along the Pacific Coast so as to form a grand trunk highway between Mexico and British Columbia, is giving considerable publicity to the provincial government's trunk road policy in British Columbia. It is stated that within the next three or four years, the first class trans-provincial highway which the local government will build will connect with the Pacific Highway project. Ultimately it is pointed out there is a likelihood of the provinces of Alberta, Saskatchewan and Manitoba constructing similar grand trunk roads, and when all these are connected up the longest continuous stretch of first class road that has ever existed in the world will have been established.

Conservative estimates made by officials of the Pacific Highway association are that this road will draw more money to the Pacific coast than all railroads combined. These estimates are made on the grounds that while it will not bring as many visitors, those who do come by automobile will spend more money, and that is considered the vital problem that confronts the tourist cities of the Pacific coast.

The question of the Pacific Highway has been taken up enthusiastically by the Vancouver Island Development League which is a member of the association. The league considers that the attractions of Victoria and other scenic points on the island will draw a large number of the visitors who make the trip northward from the wealthy centres lying between here and Mexico.

EVENTS IN SERVIA

Regicides Still Active in Political Affairs of Small Kingdom.

BELGRADE, Nov. 24.—In the overheated hall of the military staff offices, within the fortress's enclosure, a crowd has assembled every day for the last two weeks to listen to the defence of Colonel Rashics, who is accused of contemning the advice of his subalterns in the matter of armaments furnished by the French foundry of Schneider at Crensot. The case is anomalous, and illustrative of the new ideas of equality, even in the army, which pervade all Servia since the rooting out of the late dynasty.

The whole charge has been formulated in masterly fashion by no less an authority than Colonel Peter Mishies, one of "England's five" (the five regicides dismissed at England's demand), and his influence is still strong enough to place on a the culprit's bench an officer who had enjoyed King Milan's favor and was marshal of the palace to King Alexander.

In the meantime Crown Prince Alexander is still hovering between life and death, as the result of poison, administered to him accidentally, it is said.

Prince George's journey abroad has been postponed, although there is a keen wish on the part of the government and the regicide faction to see him well out of the country, whatever may happen to his brother. Prince George's friends, too, think that he would be safer anywhere than here. He himself is disposed to stay, more out of genuine solicitude for his brother than from personal motives. People are once more asking themselves what is to take place if the prince's illness takes a fatal turn. Can Prince George be eliminated from the succession by the faction which put his father on the throne, and will his cousin, Prince Paul, son of Arsens Karageorgevics, be nominated heir to King Peter? Will Prince George submit to the radical government's ruling, or attempt to seize his rights? The peace of Servia is believed to hang on the slender thread of the Crown Prince's life.

PACIFIC COAST LINE MAKES TRAFFIC PACT

Will Interchange Freight and Passengers with Western Pacific Line At San Francisco

The Pacific Coast Steamship company has entered into an agreement to interchange passenger and freight business with the Western Pacific railroad at San Francisco. J. C. Ford, president of the steamship company, in announcing the agreement said that it was not anticipated that any increase in the fleet or changes in schedules would result. The agreement entered into gives denial to the report that the Western Pacific line would operate the fast steamers Yale and Harvard. These two steamers, while they will be run by Goddall and Bennett, T. B. McGovern and L. Gray of San Francisco, are stated to be still owned by the New York, New Haven and Hartford railroad.

With the sailing of the steamer President from San Diego for Victoria on December 8th, the Pacific Coast steamship company wil begin the operation of steamers through from the southern California port. The present weekly sailings and arrivals of steamers of the Pacific Coast steamship company will give place to an accelerated service. The steamer Queen's sailing on December 10th will be followed by the departure of the City of Puebla on December 15th and the President will make her first departure on the 18th. The larger steamers will sail at 5:30 p. m. and the other vessels at 8 a. m.

Unsolicited Publicity

In the "Civilian" newspaper printed at Southampton, Eng., appears a number of articles from the pen of Mr. A. R. Scarlett advocating the formation of a society for encouraging emigration to Vancouver Island. Mr. Scarlett, who is connected with the Customs and Excise Laboratory at Southampton, has been very much impressed with the literature emanating from the Vancouver Island Development League, copies of the different books having been supplied to him by the Hon. J. H. Turner, British Columbia's agent general in London. His articles have attracted considerable attention among his colleagues in the British Civil Service, many of whom have a deeply rooted desire to live the more congenial, free and natural life of the horticulturist. His efforts, entirely unsolicited, except inasmuch as he has been inspired with missionary zeal by the literature with which he has been furnished, are an interesting reflection of the work of the development league, the sphere of activity of which is becoming daily more enlarged.

Farm Labor on Island

The many inquiries recently received by the Vancouver Island Development League for positions as farm laborers on the island lead Mr. McGaffey, the secretary, to suggest that the provincial bureau of information would fulfill a want by obtaining as far as possible from the different farmer's institutes the number of men required, and so arrive at some conclusion as to the demand for his class of labor. The activities of the league, through its general and specific advertising propaganda have led to a daily increasing flood of letters, as well as personal inquirers, and while the organization is able to direct those in search of land to likely parts of the island, it is unable to supply specific information as to where a demand for farm laborers exists. Mr. McGaffey considers that this information should be obtainable from the different farmers' institutes, and as they are a portion of the provincial department of agriculture the necessary statistics would be more readily supplied to the bureau of information. With the league in possession of such information it could succeed in directing a continuous stream of settlers to the points where farm laborers were required.

SHIPS GIVEN UP BY MUTINEERS

Disturbance in Brazilian Fleet is Ended by Sailors Leaving —Army Disaffection Hampers Authorities.

RIO JANEIRO, Nov. 26.—The ships of the Brazilian fleet which have been in the hands of the mutinous sailors since November 22, were surrendered to the government at 7 o'clock this evening. This action followed the granting of the mutineers' demands by the government, of amnesty to all concerned in the riot, higher pay and less work for the sailors and the adjustment of certain minor grievances.

Jean Candido, the leader of the mutineers, in company with forty other sailors, abandoned the Minas Geraes some time yesterday.

A meeting of the naval club was held this afternoon to discuss what attitude the naval officers would assume following the amnesty.

It is asserted by the authorities that they were obliged to accede to the mutineers' demands because they could not rely upon the army in any effort to forcibly suppress the uprising.

VANCOUVER MEN BOUGHT THE ZAFIRO

The steamer Zafiro, which has been lying idle for some time at Seattle, has been purchased by George Gibbs and A. Goldberg, of Vancouver, from the Chicago Junk Co. of Seattle, for use as a coal barge, and was towed to Vancouver yesterday by the tug Dole. The Zafiro was formerly a passenger steamer operated with the steamer Nanshan by the China and Manila Steamship Company between Hongkong and Manila. When the squadron of Admiral Dewey outfitted at Mirs Bay for the battle of Manila the Zafido and Nanshan were bought as colliers and took fuel for the United States warships, which bombarded the Spanish vessels at Manila. The United States government paid over a million dollars for the two vessels and their cargoes. The Zafiro was sold to the junk company for $3,300 at public auction after lying idle at the Bremerton navy yard for some years. The Vancouver parties are reported to have paid $15,000 for the vessel. The Zafiro's registry was never changed, and she still flies the British flag.

Agricultural Aids

Short courses in animal husbandry, with practical demonstrations in live stock judging, are to be given next month at Duncan and at Courtenay, the dates fixed being respectively the 14th and the 19th and 20th proximo, at the district agricultural halls. For Duncan, the abstract programme is: 10 a. m., dairy cattle judging; 11 a. m., sheep judging; 2 p. m., heavy horse judging; and 3 p. m., swine judging; while at 8 p. m. a public meeting will be held, to be addressed by Mr. M. A. Jull, on "Breeds and Types of Farm Animals" and by Mr. P. H. Moore, who takes for his subject "Producing Cream for the Creamery." The arrangements for Courtenay are: Monday, Dec. 19, 10 a. m., dairy cattle judging; 2 p. m., swine judging; Tuesday, Dec. 20, 10 a. m., heavy horse judging; 2 p.m., sheep judging; 3 p. m. tuberculin demonstrations; 8 p. m. public meeting to be addressed by Mr. M. A. Jull, Dr. A. Knight and Mr. P. H. Moore.

Miss Stanton is in town for a few days' visit from Cobble Hill.

AMERICANS HOLD THANKSGIVING

London Colony's Dinner Turned Into Demonstration in Honor of Visiting Fleet — Ambassador Reid's Speech

LONDON, Nov. 24.—The American Society's Thanksgiving dinner, which was held tonight in Connaught Rooms was made the occasion of a demonstration in honor of Rear-Admiral Murdock and the other officers of the American fleet at present in English waters.

Ambassador Reid and Mrs. Reid and the members of the American colony with their wives had gathered in force, under the presidency of A. G. Glasgow, to welcome the American officers and prominent British naval men who had been invited to meet them.

Among the latter were Admiral Sir Edward Hobart Seymour, Read-Admiral J. R. Jellicoe, and Sir William Henry White, the famous naval constructor.

Admiral Seymour, in proposing the health of President Taft, said the visit of the American fleet was an indication that America at last was coming out of the diplomatic shell to take the interest she should take in nations on this side of the Atlantic. If she did this, he added, it certainly would be in the interest of peace.

Rear-Admiral Murdock expressed thanks for the reception that he and his men received in London, and Sir William Henry White and Rear-Admiral Jellicoe paid high tributes to the efficiency of the American navy.

Ambassador Reid was called upon to respond to a toast, "The American Ambassador." He said in part: "I saw last year in a popular and extremely clever book a discouraging view as to any after-dinner speaking whatever by ambassadors. The author often shows much judicious appreciation and clever insight, but of our luckless appearance on occasions like this he declares that a clawless kitten is not more harmless or uninforming than a foreign ambassador at a banquet.

"It is not for me to dispute this dictum, or ignore it. And yet one wonders what precise role this American citizen thinks his foreign ambassador ought to play on such an occasion. Does he want him to appear as a clawing and scratching old cat?

"Many a people may have thought itself isolated and may wish to remain so. But, when it has passed the first raw stages of national existence and attained something of the higher civilization that comes with age, education, and, above all, with wider experience and interest, it realizes more and more the inevitable necessity of foreign relations of some sort of business with all the world.

"It finds accordingly its interest no less than its duty in making these relations pleasant as possible.

"It's diplomatic corps thus becomes and must become, more and more the right arm of its foreign service, while the navy and army must be relegated to the place of a left arm. They are in fact to be called into vigorous use only on extraordinary occasions, if at all, and only as a last resort. But the duty of the right arm is constant and vital.

"I suppose what an ambassador is sent abroad for under modern and civilized conditions is a very simple and straightforward work. It is to look out for the interests of his country and to protect and promote them so far as he can by honorable and peaceable means. For this purpose, it may be that telling the simple truth with goodwill may often be quite as useful to the country that sends him as clawing and scratching at the country to which he is sent.

"The pursuit of honorable American diplomacy, sir, finds its type neither in the clawless kitten nor in the scratching cat. First, protect and promote the interests of your own country. Next, keep the peace. These are the two great commandments. If there is a higher service to be rendered one's country or humanity no man has yet pointed it out. If there is a nobler profession connected with merely human affairs, no man has yet found it out."

BUOY DEPARTMENT AT PRINCE RUPERT

Tenders Called for Establishment of Sub-Agency of Marine Department at Northern Port

The marine and fisheries department is calling for tenders for the buoy depot to be established at Prince Rupert. It is proposed to construct a reinforced concrete wharf and timber approach, power house, buoy sheds, stores, offices and dwellings for the staff. The plans and specifications show that the proposed sub-agency to be established at the northern port will be much better provided than is the station for British Columbia at Victoria. Since the G. T. P. wharf was erected the marine department has been greatly cramped for space. Buoys have been kept at Esquimalt, and the government steamers have been berthed at nearby wharves. Tenders for the Prince Rupert station will be received until January 3rd. William Henderson, of the public works department in Victoria is calling for tenders at the same time for the quarantine station and hospital to be erected at Prince Rupert. The quarantine launch Evelyn, a cruiser built by the Hinton Electric Company, went north yesterday to be delivered to Dr. Tremayne, the quarantine officer at the northern port. Tenders for the quarantine station building will be received until December 19th.

Mr. J. H. Monk from Salt Spring Island, is in town on a short visit.

WESTERN PEOPLE ARE MISJUDG

"Promising" Tour of Sir frid and His Compan Severely Criticized by M ber for Yale-Cariboo

DEBATE ON ADDRESS NOT YET CONCLU

Colonel Hughes Ventilate Gallery Grievance—Pre Further Puts Off Settlen of Manitoba Boundary

OTTAWA, Nov. 25.—With very more speeches yet to be delivered debate on the address has gone until next week. It is expected the house will divide on Mon when a vote will be taken first on amendment of the opposition lead

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

Mr. Burrell in the course of his marks said: "Had the prem western tour taken place in Con vative days, how Sir Wilfrid and followers would have fulmin against the semi-royal progress, b ing of tomtoms, the advance ag whom we met everywhere and whole undemocratic exhibition."

Mr. Burrell said that when prime minister and his, compan had delivered narrow partisan speec they had underestimated the s sense of the western people, viola the canons of good taste and und any political good which the might otherwise have done the Libe party. He rebuked the members the party for their offers of pu works to many constituencies, and the declaration at Vernon, B. C., t it was better for the people that Dominion government provide pu works, post offices and experimen farms than that it should pay an creased subsidy to the McBride g ernment. Mr. Burrell said that if prime minister really wished to o opinion in the West he should tra fer Mr. Templeman to the senate a open the constituency of Com Atlin.

Gallery Incident

Col. Sam Hughes in the house day called at[illegible]tion to an incid which occurr[illegible] Geo Jackson, of [illegible] Rev. Henderson, of [illegible]awa, visited House of Commons on Monday. said he had with the authority of speaker taken the visitors to speaker's gallery. They had tak seats in the front row, which subs quently they had been rather bru quely ordered to vacate and sit fa ther back. Col. Hughes said that had seen clergymen of other denom inations in the front seats of the ga lery this session. He did not wish charge the speaker with undue zeal.

Speaker Marcil intervened to r mind Col. Hughes that it was unpa liamentary to criticize the speaker e cept as the rules provide.

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

Speaker Marcil replied that he ha made no changes in the rules govern ing the gallery. The first row of th speaker's gallery was reserved fo Her Excellency and ladies ac companying her, wives of the min isters, of the leader of the oppositio and of the speaker, while the wives and daughters of the members of par liament were assigned to front seat in the north end of the speaker's gal lery. Yesterday, he said the Bisho of Athabasca had been in the galler and permission had been obtained fo him to occupy a seat in the front ro in order to secure a better view of th house. Similar privileges would hav been extended to Rev. Mr. Jackson an Rev. Dr. Henderson had it bee sought. Speaker Marcil expressed re gret at the incident, which he pro mised would not be repeated.

Forestry Convention

Sir Wilfrid Laurier has issued call to the Dominion forestry conven tion to be held under the auspices o the Canadian Forestry Association i Quebec during the last week in Jan uary. The convention will be one o the most important ever held in Can ada. 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 Wa Necessary to Kill Gypsy Queen —Had Become Vicious

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

Less than one grain is sufficient t a man, and the first convulsive symp toms supervene almost before the vic tim can set down the glass from whic