...ssa is A Marvel

...rs' First View of Forbidden City a Most Magnificent Surprise.

...Domes Shining in the ...un Like Tongues of Fire.

...Younghusband Has Received a Ceremonial Visit From the Amban.

...Aug. 8.—The Times' correspondent with the British mission to ...scribes the first bird's-eye view ...bidden city as a most magnificent ...ise.

...was nothing in the whole approach to the last moment," the correspondent says, "suggesting the exquisite and towering architecture of Lhassa, from end to end, ...n the view. The potala would ...London and Lhassa is almost ...y it.

...rs must indeed have been ...saw the city in this fleeting ...summer, but left no record of ...gs of this mysterious, long-...

...no lack of population in her ...though Thibetan soldiers, ...numbering between 4,000 and ...eated during the night, no ...e has been displayed, only in...losity."

...r correspondents agree as to ...ence of the situation and the ...and the splendor of the po...consider the city itself not

...y Mail's correspondent says: ...n surpassed the greatest ex... The golden domes shone in ...e tongues of fire, and they ...with awe and veneration ...of pilgrims from the barren

...hibet, Aug. 3.—(Delayed in ...)—The British expedition is ...mile from the sacred mount... on which is situated the ...'s palace and in the imme...y of the Dalai Lama's pri...

...Lama fled to a monastery ...les distant. It is reported ...shut himself up in strict se...sing to see even the highest ...and declaring that he will ...luded for three years. ...ounghusband has received a ...visit from the Amban, who ...assist in arriving at a set... made gifts of food to the ...ps.

...rance of the city shows the ...of explorers to be extreme...

The surroundings are very ...the whole place gives evi...eat prosperity.

...ly costumed group watched ...h of the expedition from the ...of the structures on Potala

...oaded into a scoop which is ...derrick and its contents ...a table from which they ...d into sluice boxes. In ...water wheels, either over...ershot, provide the motive ...the derricks. A matter of ...n is the disposal of tailings. ...ers are piled up in the pits. ...travel raised by the derrick ...into the dump box as the ...ox is called, is carried as ...three sluice boxes. During ...he gold is caught between ...les. The tailings then pass ...wider than the others called ...where a man stands shovel...and left. What tailings are ...ough as many boxes as are ...carry them to dumpage ...the few boxes used it will ...no attempt is made to save ...ly the coarse is caught. ...ller, on what is commonly ...e Bullette ground, Small and ...ripping. They use steam to ...derrick. On adjoining pro...gladstone, group, Wheelock ...key are sinking a shaft on ...sh. They are down 16 feet ...have about 20 feet more to ...bedrock. Their last winter's ...ed of a tunnel 150 feet long ...upstream. It is their in...bring water from Little ...oisting purposes and to con...he year round.

...the adjoining five hundred ...n. During the spring high ...ound sluiced a large area ...traping bedrock and getting ...From one particular spot ...and dollars were taken out ...s and nights by five shov...mploys sixteen men in two

...claims opposite Queen's ...are held by Irving, Clay, ...d Burk, who have the ...of water. The depth of ...grass roots to bedrock is ...t. Except in the stripping ...throughout, but in most ...the lowest six feet. On ...severe rainstorm caused the ...e creek to rise. Irving's ...and it was followed by the ...wheels or pumps of those ...On the 29th the work of ...s going busily ahead, and ...pleted, it was expected, in ...Five days lost in the busy ...serious setback to these ...Cleghorn's bench claim, op...'s, a tunnel runs 200 feet ...gravel so hard that timbers ...red. Last week the three ...took out nine ounces. Hall ...nd below Brown. Most of ...ut. He will probably have ...r worked out by the close. ...For the next quarter of ...g is being done, until the ...eming, Berger and Gould ...ut takings show that this ...creek has seen its day of ...Fleming partnership have ...rising one hundred claims ...creek, bench and hill ...are working the creek at ...d of the lease just below ...dume pipe of the Spruce ...Company crosses the ...are also drifting on the left ...tunnel is about 475 feet ...est on the creek. Gravel ...ne gold was run through. ...ock was encountered and ...through for 200 feet. This ...rimrock, on the south side ...h gravel containing some ...ick. Four hundred and ...een the mouth of the tun...mystreak than any before ...vered. Bedrock was struck ...be dipping towards the ...the tunnel is in about 475 ...old channel has been cross...proved to be very rich. ...dollars per day to the ...hen so far have been work...ly more men will be em...ow that the ground has ...he breast will be made. ...aim of the foregoing part... Adjoining this is the ...Spruce Creek Power Com...n creek and bench claims ...of Spruce, a distance of ...Water is obtained from ...and conveyed a couple of ...and pipe, it being carried ...ck by an inverted syphon ...e south side for piping the ...ass amount of gravel has ...luring the past few weeks ...Giants. The bedrock flume

...ued on Page Eight.)

STORY OF BATTLE AT SIMOUCHENG

Was a Fierce Struggle In Which Both Sides Suffered Heavily.

Liaoyang, Aug. 8.—A correspondent of the Associated Press, who was present with the third battery throughout the fighting at Simoucheng on July 31st, says a Japanese battery in an early morning battle forced two of the Russians centre companies to retire, but the heavy artillery fire of the Russians, together with a terrific cross fire from the Irkutsk and Yenisht battalions prevented the enemy from occupying the positions.

The Japanese with several columns again tried to force the Russian centre at 10 o'clock, but the Russian batteries drove them back in confusion.

At noon the Kosloff battalion attacked the Japanese positions on the hill in front of the Russian left, under cover of a heavy fire from the third and fifth batteries. The Japanese met the attack with shrapnel, but the Russian artillery temporarily silenced the Japanese fire and enabled the Kosloff battalion to carry the position.

The Japanese commander-in-chief's headquarters flag appeared on the left, but the Japanese were driven back by the fierce fire of the third battery and Savitski battery, the commander of which received a message of thanks for his services.

In the meantime the Kosloff battalion lost 50 per cent of its men and called for reinforcements, which were sent from the Irkutsk and Yenisht battalions, who fought their way to the support of their comrades on the road which was literally paved with Japanese corpses. The fifth battery then became an object of interest. A battery of heavy calibre Japanese guns was brought up ... and sustained an un-

Happenings in Marine Circles

Passengers on Recent Voyage to Nome Bring Suit Against Steamer Oregon.

General Gossip Gained in Day's Tour of the Waterfront.

(From Wednesday's Daily.)

As a result of the misfortunes which befell the steamship Oregon in her voyage from Nome to Seattle in September of 1901, when her steering apparatus caused her to wander around over the waters of the Pacific ocean in a somewhat circuitous route, her owners are now asked to pay the sum of $25,000 to the thirty-two passengers who libeled her yesterday for that sum in the federal court, says the Post-Intelligencer.

The libel alleges that the company owning the vessel, with full knowledge of her unseaworthy condition, permitted them to embark from Nome, September 6, 1901, and that on getting out to sea an accident happened to her rudder that caused them great delay and suffering in reaching port. In addition to the danger they underwent, the libelants claim that their damages are aggravated by the fact that while in their helpless condition they met one of the steamships of the Canadian Pacific line to the Orient, which was willing to take them to Victoria, but the officers of the Oregon refused to make the transfer. The libel further alleges that the passengers suffered greatly from the character of the food provided, a large portion of it, they say being in an advanced stage of decay.

Those joining in the libel are: George O. Brown, Alexander Bruce, Charles S. Bell, Cleveland Baker, William Eggleson, A. L. Fontana, J. D. Ferguson, Wm. Falkenburg, R. H. Fairly, Chas. Green, G. L. Green, Frank Gardner, T. A. Harper, Hattie Kleinschmidt, L. Luciana, Con McMemer, J. D. McNeil, F. McNickle, F. Mahan, J. Mait, J. F. Mitchell, W. Morrison, Thomas Moran, J. P. Morgensen, A. C. Ostrom, Mrs. I. T. Prether, Ausel Smith, J. Schenk, W. Stewart, J. H. Tuttle, J. H. Whiteside and N. Wells. Each claims damages against the vessel for $800 as a balm for his injured sensibilities.

PORTLAND'S TRADE MENACED.

Portland is making strong efforts to keep what Oriental trade it has from slipping from its grasp and coming to Puget sound, says the Seattle Times. Since the order issued by the Oriental steamship lines plying between Portland and the Far East, and also those running from San Francisco, that all shipping from those ports across the Pacific would cease until the war is over, the Portland people have been thrown into consternation for fear their trade may be sent through Puget sound and their business forever lost.

Tramp ships of all sizes and descriptions are being corralled and options secured. That includes all the suitable vessels that can be found in the vicinity of the Columbia river, which up to the present time amounts to one boat, the Hero, a Norwegian steamship. The Portland papers declare that this boat will be used if no other can be found. They go further and allege that there are plenty of small boats available, but that the large vessels are the ones that are desired.

Portlanders are fondly hoping and anxiously waiting for Manager Schwerin, of the Portland & Asiatic Steamship Company, to charter a boat direct to Japan. They believe that a decision has been reached to send a boat to the Orient and that the only thing delaying this move is that no boat is available.

It is announced by those who are close to the situation that at least 5,000 tons of flour are in sight, promised for immediate delivery. This amount would hardly fill one corner of a boat the size of the Shawmut or the Tremont, which are now running from the Sound to the Far East on regular schedules and whose owners laugh at the timidity of the southern steamboat owners.

THETIS AT DUTCH HARBOR.

"The revenue cutter Thetis reached Dutch harbor from Honolulu in safety several days ago, and is now on her way to Nome," said George A. Shea, a passenger from the North, yesterday at the Stevens yesterday, says the Post-Intelligencer.

"Our boat made Dutch harbor six days ago, and the Thetis had been there several days prior, and proceeded north.

"On the day we left Dutch harbor the cutter Perry was leaving there for the south, coming down by the inner passage."

Much anxiety had been caused the government because no report had been heard from the Thetis after she left the Hawaiian islands on July 5th. There was no way for telegraphic communication, and it was feared she might have met with mishap on the 2,000 mile trip to the Alaskan coast.

Regarding conditions in the Nome district Mr. Shea said:

"There has been only one rain at Nome this summer, and the whole country is suffering from drouth. Creeks that in the past have supplied an abundance of water for placer mining have entirely dried up. There is universal complaint because the drouth, and the season is likely to fall short of expectations in the way of mining."

equal action for some time, but at last two-thirds of the men were forced to retire with six of their guns blown to pieces.

The Russians managed to disable four other Japanese guns in the course of the day.

The Voronech battalion was thrown against the Japanese position in the afternoon and got within a twenty-yard range under a fierce fire, and then took the bayonet and carried the Japanese position, but lost half its men, and was forced to retire.

Later in the afternoon the remnant of the same battalion ambushed and almost wiped out a Japanese battalion. The Japanese made a final attempt to break through the Russian line at 7 in the evening, but were repulsed, and the Russians held all the positions until nightfall, when they retired on Haicheng.

The Red Cross worked bravely all day under fierce fire.

HAD A BAD WEEK.

London, Aug. 7.—The announcement that the government intends to make a large issue of exchequer bonds which will yield a better rate of interest than consols, caused depression in the latter and contributed with the Far Eastern difficulties to increase the gloom on the Stock Exchange during the past week.

The possibility of trouble between Russia and the United States over the question of contraband of war was also discussed and altogether the markets had a bad week, though they closed in a rather more hopeful condition.

GOSSIP OF THE ARMY AND NAVY

Important Position of Esquimalt as the North Pacific Station.

London, July 22.—There is no doubt but that the future of the Pacific squadron lies largely north of the line. This correspondence was the first to forecast this, though others are taking the credit of it. There are really few British interests at stake on the Chilian and Peruvian coasts, and in emergency they could be looked after by detached ships from the Australian squadron or even the South Atlantic squadron. The abolition of the store ship Liffey at Coquimbo was made solely on the grounds of economy, and although this was condemned at first, it is now recognized that it was justified. Esquimalt is now the recognized base of the squadron, and the movements of the latter will be largely in connection with the former.

Apart from the Malacca incident, the doings of the cruiser St. Petersburg, of the Russian volunteer fleet, has caused much indignation in England. The status of the volunteer fleet is doubtful, and that of the St. Petersburg is very dubious and would scarcely stand the test of international law. It may be remembered that she sneaked through the Dardanelles and the Suez canal as a humble merchantman, with her guns concealed under covers and when she had thus evaded the obligations of the treaty of Berlin she threw off all disguise, mounted her guns and began her systematic annoyance of British ships on every, and sometimes, no pretext, in search of contraband. Such trifles lead to war sometimes, and possibly the actions of this cruiser will precipitate Russia into a fix from which it will take all the wits of her unscrupulous statesmen to extricate her. Of course it is possible for the Russian authorities to repudiate the action of the cruiser's captain, in which case it would leave him in an uneviable position. It is safe to say that no more volunteer fleet cruisers will sneak through the Dardanelles.

Now that the critics have had time to think out Mr. Arnold-Forster's drastic scheme of reorganization, not a few holes have been picked in it. Everyone is willing to concede to Mr. Arnold-Forster the capacity and desire to effect army reform, but it is apparent that whilst his scheme abolishes some difficulties, it creates others instead, to go into the details of which would require much space. The three years' system has collapsed ignominiously. In spite of the attraction of service pay, the requisite numbers have failed to extend their service. It is an undeniable fact that service in South Africa is popular owing to the cost of living and the inadequate barracks accommodation, and although Lord Kitchener is making great improvements in the soldier's lot in India the result, so far as recruiting is concerned, is nil. Hence the proposed "foreign army" will have to receive higher pay to attract recruits, and as the "home army" will be deprived of "service pay" on the principle of robbing Peter to pay Paul, recruiting for it is bound to suffer proportionately. Should the home army be called on to supply an emergency force it would be composed of a curious medley of long and general service soldiers, with officers to match. The abolition of regimental depots in favor of large "training battalions" is a reversion in the proper direction, but there is nothing new in the idea, as up till 1871 several of these depot battalions were in existence. The abolition of the regimental depots, of which there are over 60 scattered over the United Kingdom, will meet with strong opposition on both sides of the house, as it would mean a serious financial loss to a number of towns. There is no doubt but that the scheme will be watered down ere it passes the Lords and Commons.

LADYSMITH NOTES.

Socialist Orators Discourse—Tellus in to Load Coal.

Ladysmith, Aug. 8.—(Special)—A public meeting was held on the Pavilion green yesterday afternoon for the purpos of expounding the principles of Socialism. Messrs. Hawthornthwaite and Parker Williams, two Socialist members of parliament, addressed the meeting which was well attended.

The Tellus came in yesterday and afterwards went to Union to take on board about 1,000 tons of coal left over by the steamer Crusader, which was too high to load at that place. The Tellus returns to Ladysmith to complete her cargo.

RICH FIND MADE.

Fourteen Inches of High-grade Ore Found in Wilcox.

A. H. Tuttle, secretary-treasurer and manager of the Broken Hill Mining & Development Company, which is operating the Wilcox mine, is at the Hume, says the Nelson News. In speaking about the recent rich find on the property yesterday he said: "In a tunnel 12 feet from the portal we have struck a ledge that is five feet two inches in width. Two feet of this carries ore that goes $11.20 to the ton, two feet that goes $24 and fourteen inches that runs $309.50. We are driving another tunnel 135 feet below where the rich find was made. We will have to extend this tunnel about 30 feet before we get underneath where the rich shoot is. If we find it there, and we expect to reach the point in about ten days, then we will have a big thing, as it will give us 135 feet of backs for stoping ground. Besides, there is a chance for the shoot extending down. It is in so far as to be beyond the range of surface disturbances. We are naturally very much pleased with the find.

"We are driving the tunnel at the rate of about four and a half feet a day and are taking enough of the $24 ore out to keep the mill in continual operation. We have ore enough in sight of a good quality to keep the mill in operation for a long time. The Wilcox never in its history looked better nor had a more prosperous outlook than at the present time."

First Message In From Nome

Wireless Flashed Over Norton Sound From St. Michael Station.

Transmitted Signal Corps and Canadian Telegraph to Seattle.

Telegraphic communication with Nome was completed by the first wireless message across Norton sound from Nome to St. Michael, 107 miles, thence by telegraph to Seattle, says the Post-Intelligencer. The message was received by Gen. A. W. Greely, chief of the United States signal corps in this city yesterday afternoon from Capt. L. S. Wildman, in charge of the wireless system at Nome. Gen. Greely said the message was confidential and that he could not give it out, but stated that it shows the wireless system across Norton sound to be working perfectly and that within a few days the line will be open to the public.

The message was transmitted 107 miles across Norton sound to St. Michael, from Safety harbor, the station chosen, fourteen miles out of Nome, because of its advantageous location. It was then placed upon the United States signal corps wire up the Yukon, over which it traveled 1,114 miles to Fort Egbert, on the boundary line of Yukon territory; thence it was transferred to the Canadian line and was carried down to Ashcroft, on the Canadian Pacific railroad; thence over the Postal 400 miles to Seattle.

The work of installation has been in progress for some time under Capt. Wildman's direction, and many experiments have been made. The final success of the undertaking is attributed by Gen. Greely largely to the scientific knowledge of Capt. Wildman, who has himself suggested and perfected many improvements in wireless transmission since the system was first adopted. With the opening of the line Nome is finally placed in permanent telegraphic connection with the outside world after the failure of the cable system across Norton sound.

Coupled with this intelligence, Gen. Greely stated that he also received a message from the cableship Burnside yesterday, stating that the vessel laid 125 miles of cable between Sunday noon and 6 o'clock Monday morning, an extraordinary feat, indicating that the weather is of the best. In the absence of accidents or storms, the Burnside should be in Seattle by Friday to take the last installment of the Sitka cable, and the line should be completed by August 20 to this city. Only one more link will then be required to place Seattle in telegraphic communication by all-American route with every important settlement in Alaska. That is the Sitka-Valdez cable, which may be laid this fall. Gen. Greely said:

"Mind, I do not promise this. Cable laying is one of the most difficult of mechanical tasks. Many accidents are encountered and when a break occurs much time is often lost. A cable ship has been known to go out from Nova Scotia, on the Atlantic lines, and return in ninety days without picking up the break. The Burside has had unusually good luck, although it undoubtedly seems to the public that she has suffered remarkable delays. She has, in fact, met fewer accidents than are usual in cable laying.

"If the Burnside suffers no accidents she should bring the Sitka cable into Seattle by the 20th of this month. In that case I hope to have her soon at work on the Sitka-Valdez cable, and if that should be laid without serious interferences it should be finished before the end of 1904. Seattle will then be connected by wire with all parts of Alaska by all-American lines."

Gen. Greely returned to Seattle yesterday afternoon on the City of Topeka from Skagway. He went North about two weeks ago, to keep in touch with the operations of the Burnside, and has been in Skagway, Juneau and Fort Seward ever since until he started on the return trip to this city. He is satisfied now that everything is in order for the speedy completion of the cable line and may start for Washington on Friday. This is not certain, as he may decide to remain until the cable is laid, but does not now intend to do so.

ANOTHER TRAIN WRECK.

Chicago, Aug. 9.—The following is a list of killed and injured in the collision between a Chicago and Erie train running on the Panhandle tracks and a Baltimore and Ohio passenger train at Brighton Park.

Dead—Mrs. C. C. Schwartz, 38 years old, Garrett, Ind.; three boys, children of Mrs. Schwartz, ranging in years from 4 to 11; little girl, daughter of Mrs. Schwartz.

Injured—S. C. Schwartz, Garrett, leg broken, left leg crushed. Mr. Schwartz is father of the four children and husband of the woman killed. Michael Cusack, conductor in charge of the Chicago and Erie, body bruised and internally injured. C. W. Jones, Mansfield, O., conductor on Baltimore and Ohio train, right leg broken and body bruised; Jennie Sunderland, Sioux City, body bruised and wrist sprained; Miss Nellie Brown, New York, body bruised and internally injured.

ALEXIEFF TELLS OF NAVAL BATTLE

Russian Port Arthur Squadron in a Conflict With Togo's Fleet.

St. Petersburg, Aug. 9.—Emperor Nicholas has received the following despatch from Viceroy Alexieff, dated at Mukden Aug. 7th:

"Telegrams received today from Port Arthur and from the commander of the squadron state that the cruisers Bayan, Askold, Palada and Novik and some gunboats steamed out of the harbor on July 26th for the purpose of bombarding the enemy's positions. They were attacked by the Japanese battleship Chitulen, the protected cruisers Chiyoda, Itsukushima and Matsushima and two second-class cruisers with thirty torpedo boats.

"An eight-inch shell from the Bayan burst in the stern of the Itsukushima, placing that ship out of action. There upon all the Japanese steered for the open sea and at time the Chiyoda was damaged by a Russian mine. As the Chiyoda was taking by the head she steered for Talien bay. A shot from so damaged a Japanese

"On July 27th, Japanese having taken offensive against our land Bayan, Askold and Novik, Palada, at defence vessels Gremiashchi, Strashni, the gunboat Kiliak and two torpedo boats were ordered to support our right flank at the demand of Lieut.-General Stossel.

"Our ships preceded by mine dredgers steamed toward Lungantan, from where they bombarded the Japanese positions until 3 p. m. On their return a mine exploded underneath one of the dredgers."

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is better than other soap powders as it has acts as a disinfectant.

IN AND AROUND WINNIPEG

By Agnes Deans Cameron.

Winnipeg is big and clean and prosperous. Its substantial business blocks, fine churches, prosperous homes, magnificent banks and public buildings, its wide, well-kept streets and the satisfied people who walk upon them, all spell comfort and content. The visitor from the West and from the East of Canada find equally much to admire—what an El Dorado must it appear to the peoples from the crowded centres of the Old World! Like a refining pot, Winnipeg takes in Jew, Doukhobor, German Lutheran, Swede, Pole, French peasant, Galician, Portuguese, English, Scottish, Irish, Finn and Russ stirs them up, twists them round, melts them down, and in their stead pours out a stream of loyal, industrious, patriotic, wealth-producing Canadians. It is indeed the Promised Land, and the beauty of it is that there is no limit to its extent, there is room enough, scope enough and wealth enough for every man who is honest and not afraid to work. As a financial centre, Winnipeg ranks third among Canadian cities; there are no less than thirteen chartered banks representing a paid-up capital of fifty million dollars; the city's bank clearings are exceeded only by those of Montreal and Toronto. The bank clearings for 1894 were fifty and a half millions; last year (1903) the figures were $246,108,006. So with grain, Winnipeg is the greatest grain market in the Empire. In 1886 the wheat exports were just four million bushels; last year fully sixty millions were sent out, and as yet only a fringe of the cultivable prairies has yielded to the plow. And this is the country that our English geographers call a barren waste, a frozen swamp!

The Manitoba crop last year needed the services of over 2,000 threshing outfits to prepare the grain for market. More than 15,000 extra hands had to be brought from south and east and west to garner the crop.

The cash value of the grain raised in Manitoba and the Territories for the current year will easily total $80,000,000, while the cattle and dairy exports will easily add another $2,000,000; and this vast amount of wealth has been produced by 45,000 farmers. Can any other part of the whole world equal this record?

I suppose it is high treason to admit that Winnipeg, its cosmopolitan peoples, and its wondrous wheat fields, interest me even more than the meetings of the Dominion Educational Association now in progress. The meetings of the association were held in the Somerset school and the Collegiate Institute; a fair exhibition of school work was shown, and the evening meetings in Grace church were crowded to the doors. Perhaps a better arrangement could have been made for advertising the meetings some weeks before in the different provinces and for the reception of visiting teachers at the time of the convention. However, the teacher is a resourceful woman and somewhat used to fend for herself, and soon found cover. In all about six hundred teachers registered, and every province in the Dominion was represented. As in most educational conventions there was an embarrassment of riches, general sessions were held in the mornings, and the meetings broke up in the afternoons into four sections—"Higher Education," "Inspection and Training," "Elementary Education" and "Kindergarten Work." There were present taking part in the discussions many of Canada's brightest and most representative educationists; I might merely mention such men as Dr. Goggin, Dr. Burwash, Father Drummond, Dr. Kilpatrick and Dr. Locke. The next meeting of the association will be held in 1906, in Toronto. The newly-elected officers who will have charge of the coming convention are: President, Mr. Miller, deputy minister of education for Ontario; vice-president, Mr. W. A. McIntyre, Winnipeg, and secretary, Dr. Goggin. With these will act a directorate of eleven, British Columbia being represented by the only woman, whose name appears on the executive.

The evening public meetings were without doubt the "chef" feature of the convention. It has been too much the tendency of the teacher to hold himself apart, to decline to be in close session and not throw open his meetings to the general public. That the intelligent public is vitally interested in the questions which confront the educator of the girls clearly proven by the crowds who gathered into Grace church on Tuesday and Wednesday evenings to hear the addresses on such controversial subjects as moral ethics and religious training. Chancellor Burwash of Victoria University, Prof. Kilpatrick of Manitoba College, and Rev. Father Drummond of St. Boniface, it is needless to state that the three learned gentlemen arrived at no finality; indeed, their brilliant addresses, if they proved anything, proved that "never the twain shall meet." Let British Columbia cherish as her most priceless boon her free unsectarian schools. There are precious lessons that we may learn by studying the past history and present condition of educational history in other provinces than our own.

In the day sessions proper, four questions were productive of much discussion and forceful argument—the wisdom, in question of the relative relationship of parent and teacher, the enriching of programmes of study at the expense of thoroughness, the proper distribution of legislative grants, and the consolidation of school districts with the transportation of pupils to the centres.

The discussions were all carried on with moderation and the utmost courtesy, though the speakers sometimes found themselves miles apart; and it is best so. The thing we least want in our educational system is uniformity. The great question that confronts us is not, "How can geography or grammar or history be best taught?" but, "How can children be best taught?"

In Canada we want a great army of honorable, industrious, high-minded young men and women to come out from our schools and colleges and possess the best land that God has made. How can we best plant strong principles and high ideals in this teeming hive of native-born and foreign-born boys and girls who knock at our schoolroom doors? That is the question that confronts us. Education is nine parts inspiration and one part drill. Let superintendents and inspectors and framers of programmes leave marks and percentages and courses of work for a while to look after themselves, and study more the character and personality of the men and women who are to administer these programmes. If the teacher is brave and bright and true she will wind herself round the heart of the boy—his head really is a secondary consideration. Given a love of the race, a fine sense of honor, a strong personality, a big brave heart in your new teacher, you can afford to leave her untroubled for a time of "the approved methods" of teaching geography and square root, and the history of the ancient Britons; let her feel her way along the line of sympathy and humanity for a while, all these things will be added to her.

Dr. Goggin was one of the brightest speakers of the convention. In his opening address at the first evening session he declared that one result of this convention of Canadian teachers will be that statistics will be gotten up showing the public the comparative salaries of teachers, policemen, carpenters, cooks, etc. What Canada needs today is the enthusiasm and watchfulness which characterizes the manufacturers' associations and provincial boards of trade. We need a good schools association as much as a good roads association. The various provincial governments cannot do better than to start a propaganda to stir up the people to pay salaries that will secure the more continuous service of trained, tried and trustworthy teachers.

The social event of the convention was the garden party at Government House on the closing evening, given to the teachers and their friends. The night was perfect; clear, cool, balmy, and the grounds lighted with Japanese lanterns and bright electric globes presented a fairy-like effect. The trees in Winnipeg are not large, but they are well-cared-for and everywhere apparently and the grass is a living carpet of velvet green; here and there in the sward were dotted yellow clusters of light "golden lamps in a green night," and within the building the warm glow was repeated. Sir Daniel and Lady McMillan, with Mrs. Killam, welcomed us in a pretty reception marquee on the lawn, while the band of the Ninetieth played. It may interest Victorians to know what was worn. Lady McMillan's gown was a pale fawn voile; while Miss McMillan wore a dainty embroidered white muslin, a long white cloak and black lace hat. Mrs. Richards (Winnipeg) appeared in white silk with a smart white toque, and Mrs. W. F. Alloway in crushed rose taffeta. Mrs. Pepler's (Barrie, Ont.) gown was of white accordeon-pleated silk, with an old-rose cloth cloak. Mrs. Lindsay (Collingwood) appeared in dainty pink muslin, and Mrs. Chambre in champagne voile with

Sir Daniel McMillan in conversation with your reporter spoke in warmest appreciation of Victoria, which city he visited last during the Duke of York's visit. "If Winnipeg were not my home," said he, "I would choose to live in Victoria—beautiful Victoria."

The new board of directors of the Dominion Educational Association is composed as follows: G. J. Bryan, B. A., Calgary; Agnes Deans Cameron, Victoria; Prof. Squair, Toronto; Dr. J. M. Harper, Quebec; Supt. Brydges, St. John; Principal E. J. Lay, Amherst, N. S.; J. Robertson, B.A., Charlottetown; Rev. Lewis Drummond, St. Boniface; Rev. D. M. Gordon, Kingston; Supervisor McKay, Halifax; Chancellor Burwash, Toronto.

The convention is over, and one has liberty to enjoy the city and the fair. It is a city of churches, churches for Poles and Galicians, churches for German Lutheran worshippers, synagogues, kirks and chapels, at every corner; they lift their spires heavenward and invite to prayer and praise. The names are somewhat startling—the Jewish synagogue is called the "Holy Blossom Church," and in one section is a group of church, residence and school, all rejoicing in the name of "Holy Ghost."

On Sunday we visited a Trappist monastery at the quaint little village of St. Norbert, and we have crossed the river to St. Boniface, which is a little bit of France finding soil in a new world. Whittier's beautiful words sing themselves to us listening; we see a solemn padre pacing among the old elms; we gaze upon the tombs of many nuns who have here lived out their quiet lives, and we pass the granite shaft with its simple inscription, "Riel." Truly this spot where

"Out and in the river is winding
The links of its long, red chain"

is pregnant with interest.

"The time when a smoke-wreath
With the drifting cloud-rack joins
The smoke of the hunting-lodges
Of the wild Assiniboines"

is a time long past. The Indians' lodges are pushed far out upon the plains; across the river a big, thriving, throbbing city has grown into life, within its borders all the nations of Europe crowding; but here one breathes the air of a past age. We look back and see the cold winter day and long ago, again the twilight falls and the weary batteau makes its way along an unknown stream.

"Drearily blows the north wind
From the land of ice and snow;
The eyes that look are weary,
And heavy the hearts that row."

With the travelers we stop to listen:

"Is it the clang of wild geese?
Is it the Indian's yell
That lends to the voice of the north wind
The tones of a far-off bell?

The voyageur smiles as he listens
To the sound that grows apace;
Well he knows the vesper ringing
Of the bells of St. Boniface.

The bells of the Roman mission,
That call from their turrets twain;
To the boatman on the river,
To the hunter on the plain."

With all the early history of Canada how inextricably is the work of the Roman church mixed! Hardy and devoted pioneers, we owe them much. On one side of the river, ambition, aspiration, the rise and fall of the wheat market, the scramble for wealth and place—so we name our little hour. But here the holy father still works on, till happily across the river on the evening wind comes to him the summons which no one can disregard, and laying down the burden of prayer and good works,

"He hearth
The signal of his release
In the bells of the Holy City,
The chimes of eternal peace!"

TRADE OF LONDON.

Interesting Figures Given in Board of Trade Returns for July.

London, Aug. 8.—The board of trade returns for July show a decrease in imports of $23,483,500, principally in foodstuffs, $18,288,400, and wools $3,345,265, and a decrease in exports of $5,460,000, mainly in iron, steel and manufactures thereof.

AUSTRALIAN WOMEN VOTE.

General Election Results in Victory for the Opposition.

Sydney, N. S. W., Aug. 8.—The general election has resulted in a victory for the opposition party, which advocated reform in extravagance of administration. It is expected that the cabinet will resign. The features of the election were the great exercise of the franchise by women, to whom it was only recently granted, and the large accession to the strength of the Labor party.

AFFAIRS AT PORT SIMPSON.

Methodist Missionary Reaches His Post —Movements of Prominent People.

Port Simpson, Aug. 5.—(Special)—Rev. Mr. Grenfel, the new Methodist divine for this place, and his family arrived here a few days ago, and is now in charge of the mission. The Methodist mission here has been without a pastor nearly the entire summer, the exception being the few weeks Mr. Knott of Victoria was here last spring. In the ordinary sense it is not really a vacancy that was not filled, but a condition caused by the fact that Mr. Freeman, the regular minister having become seriously troubled with his throat early last spring and was compelled to give up the work for a while, and he going east for a change and a vacation.

Mr. John Flewin, the government agent here, accompanied by Mrs. Flewin are on a visit to Vancouver and Victoria for a month or six weeks. Mr. Flewin went to Victoria to make his final report to the chief commissioner of land and works, he being an assistant in that department. The office here will be in charge of Cecil Flewin during the absence of Mr. Flewin.

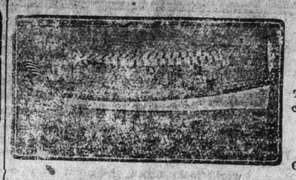
Mrs. Richards, matron of the Indian Boys' Mission, is visiting for a week friends at Georgetown. Miss Willis-croft of Georgetown is visiting in Port Simpson this week with Mrs. Hogau.

NEWS OF NANAIMO.

Coal City People Planning to Build Electric Light Works.

Nanaimo, B. C., Aug. 9.—Having experienced the sweets of municipal ownership ever since the water works system was purchased two or three years ago Nanaimo is looking with acquisitive eyes on the electric light works. Last evening a special committee of the city council was instructed to enter into negotiations with the Electric Light Company with a view of learning what price they set upon their property. The fact that the city is the largest customer of the company will commend the purchase of the works to the ratepayers should the price be acceptable. The company is at present putting in an extensive water-power plant and new works on the Millstone stream. This should be in operation early in October.

Superintendent Dawes of Newcastle quarry is in receipt of information from San Francisco that the sample cargo of stone recently sent down by the Robert Hind has attracted the most favorable notice in California. Judges of stone say it is the best building material ever received and the lessees of the quarry have been invited to tender on several large contracts. It is probable that in a short time the output of the quarry will be very largely increased.



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NOTICE.

Is hereby given that 60 days after date, the undersigned intends to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following tract of land situated in Rupert District (containing about 160 acres): Commencing at a post at mouth of 9-mile Creek (west side), marked C. A. Vernon, S. E. Post running North 40 chains, thence West 60 chains, thence South to shore line, thence following shore line to point of commencement.

July 19, 1904. CHARLES A. VERNON.

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CERTIFICATE OF IMPROVEMENTS.

NOTICE

Thelma Fractional, Imperial Fractional and Doubtful Fractional mineral claims, situate in the Victoria Mining Division of Seymour and Somenos Districts.

Where located: Mount Sicker in Seymour and Somenos Districts.

Take notice that The Tyee Copper Company, Limited, Free Miner's Certificate No. B88299, intend, sixty days from the date hereof, to apply to the Mining Recorder for Certificates of Improvements for the purpose of obtaining Crown Grants of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificates of Improvement.

Dated this 11th day of July, A. D. 1904.

CLERMONT LIVINGSTON,
Attorney-in-Fact for the Tyee Copper Company, Limited.

NOTICE.

In the Matter of the Estate of August Stuhr, Deceased, and in the matter of the Official Administrator's Act.

Notice is hereby given that by an order of the Supreme Court of British Columbia, made by the Honorable the Chief Justice, dated the 28th day of July, 1904, I, the undersigned, was appointed the administrator of the estate of the above-named deceased. All creditors of the estate of the said deceased are required on or before the 28th day of August, 1904, to send particulars of their claims to me duly verified, and all parties indebted to the said estate are required to pay such indebtedness to me forthwith.

Dated at Victoria, B. C., the 29th day of July, 1904.

WILLIAM MONTEITH,
Official Administrator.

TAKE NOTICE that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands at Bella Coola: Commencing at a post marked J. Simister's S. E. corner, thence north 11 chains, thence west 80 chains, thence south to the shore, thence following the shore east to point of comm