

CORRECTING THE YOUNG IDEA.

Medical science has performed miracles in its efforts to relieve suffering humanity from the innumerable ills which ignorant children of men have either remotely or directly brought upon their own heads. The latest discovery, or the latest that we have heard of, and perhaps not the least important from a particular point of view, is perhaps the most important of all. It is that by performing a certain operation upon the upper story of youths, inclined to wickedness as the sparks fly upwards, the will to do well may be substituted for an inclination towards evil and waywardness and the feet of the transgressor be guaranteed to keep in the straight path "ever afterwards." Now our belief is that there is a great company of grown up children who should invoke blessings upon the head of the discoverer of that remedy for "innate cussedness." If he had brought his beneficent knife into action, say a couple of score of years ago, The fathers and teachers of those days believed they also had an infallible agent for the prevention of wrong-doing. They applied their instrument with old-time vigor, but not upon the head of the offender—that is to say, not always. The other end was their favorite spot for the application of their unscientific course of treatment. They worked vigorously and well, and we are not sure that the results were not as satisfactory as the humane methods of the scientific reformers of the present day. It is not an established fact that the medical man of orthodox opinions is inflexibly opposed to advertising his talents, preferring to keep them hidden under a bushel, we should be inclined to set the alleged discovery of that New York surgeon down as an ingenious fake. But we suppose it must be accepted as a fact that the remedy of the knife is destined to supersede the application of the blunter instrument as a curative agent, and therefore we shall have nothing more to say on the subject until we see whether the treatment suggested be effective in the case of the erring youth of the great and growing west.

PROFESSIONALISM IN ATHLETICS

The human branch of the animal family being in these latter days more inclined to play than to work, we suppose it is but natural that the common inclination for amusement should be taken advantage of by enterprising spirits who are ever ready to improve their opportunities. The result is that in the United States the national game of baseball has been reduced to the status of a purely commercial venture. The same observation applies to football in Great Britain, and we are not sure that the taint of professionalism is not to be found in the ranks of almost all of the lacrosse clubs of Canada. Even in the field of cricket it has been found necessary to draw a distinct line of demarcation between the bona fide amateur and the professional element of the game. These developments are the natural and inevitable result of the public demand for amusement. The people ask to be entertained, and they are willing to pay for entertainment, provided it be of the first class. The consequence is that all the athletic talent of the United States and of Great Britain is attracted to the great centres of population. Where the wealth is, there will the most proficient in the world of athletics be gathered together. But there is a fundamental difference between the manner in which the cricket clubs of Great Britain and the baseball clubs of the United States are managed. The distinction to which we refer has been ably and clearly defined by the New York Times, which in summarizing the results of the struggle for baseball supremacy in the United States during the present year, thus describes the humorous features in the situation: "Of course, nothing like such reversals of form in a single season could happen if the teams which carried the fortunes of the several American municipalities were really local representative. It could not happen in cricket, where the players are really connected with their counties by native or bona fide residence, or birth. Surrey and Yorkshire, the two great cricketing counties, have just played their match this year, with an enthusiastic attendance of inhabitants of the respective counties, for whose enthusiasm there was really some ground. But the local patriotism which arises from the fact that the best men happen to have been hired to play for your city this year is a less explicable sentiment. In the successions of 'buying' and 'trading' players it may happen that the local patriot finds himself applauding this year the man whom patriotism impelled him to hoot last year, and vice versa. Both these things, by the way, have happened on the New York grounds to the present captain of the New Yorkers of the National League.

"Of course one understands that professional baseball is merely for all concerned a gainful trade, and a branch of the 'show business,' and not a sport, properly speaking, at all, and also that the cities which offer the largest 'gate' are entitled, on commercial grounds, to attractive teams. But it is worth the while of managers to consider whether they might not give more 'local color' to the local team by making more of a pretense that it is really representative, by requiring of a player, for instance, that he should be qualified to vote in the city for which he plays.

Such a course would evidently do away with some of the worst scandals of professional baseball. It would also give more plausibility, and perhaps more reality, to the manifestation of local patriotism in connection with the game, which is at present apt to look merely silly, when it is not outrageous."

GREAT IS THE C. P. R.

That great capitalistic institution, the C. P. R., goes right along perfecting its system notwithstanding the rumblings of Socialism as expounded in the teachings of Comrade Hawthornthwaite and encouraged and abetted by his right honorable colleagues in the legislature, Premier McBride and ex-Army-General Wilson. Having no hopes of profit on the day of the great final potlatch when the accumulated wealth of the province, and possibly of the Dominion also, will be divided up and distributed on a communal basis by the altruistic and eminently trustworthy leader of the people's party, and our sympathies being too narrow in their scope to contemplate the sweeping away of all boundary lines, and being somewhat circumscribed in our views with respect to that sentiment commonly called patriotism—we confess we are pleased to note the enterprise of the great Canadian railway and steamship company. We are delighted to observe that it is prospering and at the same time drawing the attention of all the world to Canada and adding to the fame of our ports as the gateways through which the commerce of Europe and of Asia shall meet and pass to various points on the habitable globe. It is because the C. P. R. has done so much for Canada, and is not content with what is already done, but is constantly enlarging the bounds of its activity with the end and object of doing more, that we cannot withhold a tribute of admiration for its genius and its far-seeing enterprise. Having established steamships of the first class upon two oceans, and having the broad expanse of Canada and of a considerable portion of the United States for its great railway system, the C. P. R. stands unique among the corporations of the world even in this day of ambitious enterprises. Furthermore we hope, and have not the slightest doubt that our hopes will be realized, that the practical completion of the chain of transportation between three continents is but the beginning of greater things yet to follow. The great Canadian railway possesses naturally the shortest route between the Occident and the Orient. Its steamships are not yet the very fastest that can be built. It has passed the experimental stage in its enterprise, but it has not yet attained to the ultimate goal, which will mean the placing of vessels of the first class on the Atlantic and the Pacific, and trains of the highest class on its railway lines. The day of that crowning point in Canadian Pacific achievement will yet come. And when it does Canadian ports on the Atlantic and the Pacific will be reckoned the principal ports on this continent. Also it may be that other Canadian railway lines—routes now in process of development and construction—may have something in store along the lines on which the C. P. R. has taken the initiative. But in the meantime our first and greatest railway corporation is entitled to all the honor and glory of taking the initiative, and we hope the results will be commensurate with the enterprise it is displaying.

UNEMPLOYED AND EMPLOYMENT

While the cry arises from all parts of Canada that labor cannot be procured to carry on the many important works waiting to be done and to reap the bounteous harvest of our rich fields, a corresponding cry is continually ascending from the population-congested districts of Great Britain that labor is forced to go in idleness and hunger because it can find nothing for its hands to do. It is evident, therefore, that if means could be found of bringing the idle laborer to the field in which his at present unproductive energy could be profitably applied, the results would be beneficial at once to the workman and to the country which is at present compelled to support him, after a fashion, and to the country in which his talents would be economically utilized. It ought not to be a difficult matter to accomplish such a task in these days of swift means of communication and of transportation. But there seems to be an obstacle in the way. That stumbling-block is probably to be found in the mental attitude of the idle laborer himself. He is found in the greatest abundance in London. The attractive force of a great city is one of the influences very difficult to overcome. When to this element of natural attraction is added the prospect of assistance from the government against the day of possible destitution, it is possibly not to be wondered at that the idle hand hates to bid farewell to the life to which he has been accustomed so long as there is any guarantee that means may be forthcoming of sustaining, without too much effort, that life in the body of which it is the moving impulse. It will be remembered that at the late session of the Imperial Parliament Mr. Burns, as President of the Local Government Board, to assist in supplying the immediate needs of the unemployed and to carry on the work begun by Queen Alexandra's fund last winter, obtained

a grant of one million dollars. As an exchange points out, this is, of course, merely a temporary expedient. It is plainly demoralizing. Mr. Harold Cox, M. P., who was himself for a time an agricultural laborer, told, apropos, the story of the old lady who cut up a large loaf of bread every morning and scattered the crumbs around to keep the birds away from her gooseberry bushes—only to find that "there are now more birds on my gooseberry bushes than ever." To Mr. Burns' credit it must be said that he is giving most of his attention to wiser measures of relief, despite the clamor of his former labor associates, who are strident in their demand for endless government public works to benefit the idle. Mr. Burns answers them by saying that the unemployed constitute most of the unemployed; that their labor is from 30 to 60 per cent. less productive than the work of the fit; that from 70 to 90 per cent. of the applicants for work to the "distress committee" have been casual or unskilled laborers, only a "microscopic proportion" having had any connection with trades unions or provident societies. Mr. Burns also showed great courage in denouncing the relief works, and farm colonies of "sentimental and sympathetic people." He relies for permanent relief upon the Irish Laborers' Bill to relieve the glut in the English market, and expects to draw workmen back to the land in Wales and England by measures designed to improve rural housing conditions in those countries. Other far-reaching and constructive proposals will be brought forward at the fall session of parliament.

It will be understood from the foregoing that the design of the Imperial government, as directed by Mr. Burns, is to retain the people in the country, if possible, not to send them to Canada, where they would be much better off if they succeeded in freeing themselves from their demoralizing habit of placing their dependence on something outside of their own personal exertions and permanently establishing their independence. This is evidently a trait of character that is hard to recover once it is lost to the individual. As one commentator puts it, there would be something amusing about the refusal of 200 starving laborers to go to work in London if it were not also pathetic. When they found that they were to receive 13 cents an hour, they struck at once for 14 cents, and as this was refused, they resolutely walked away—to starve on. The incident shows once more the difficulty of aiding the English unemployed. The calling off of the officials concerned, City Engineer Topp, Water Commissioner Raymer and Foreman T. Preece. These officials have not had time to prepare their report. It has, therefore, been decided to postpone the public giving of evidence until this report can be forthcoming. This will probably be Monday night.

The results of the visit of the Mayor and Aldermen and the former not being likely to result in a solution of the water question, the view is expressed that the council should not make the exception of Ald. Stewart and Ald. Brown, who were not present, as well as ex-Mayor Hayward, D. R. Ker and H. Todd. These officials have not had time to prepare their report. It has, therefore, been decided to postpone the public giving of evidence until this report can be forthcoming. This will probably be Monday night.

CRICKET INCIDENTS.

Some of our American visitors affect to believe that cricketers derive but little enjoyment from the game. Well, there is something of a contrast between a cricket and a baseball match. One enthusiast was heard to say distinctly on the Oak Bay grounds yesterday, "Oh, well played, sir!" But he looked afterwards as if he had been caught in an unparadise of offence against the ethics of the grand old game. Another stranger was heard inquiring what would happen if an incoming batsman were caught moving at a pace faster than the slowest possible walk to the place waiting for him at the wickets, after the out-going batsman had wended his way very deliberately to the pavilion. The inquisitive one could find no one capable of enlightening him. The last-named visitor, however, was rewarded for his trip. After a doubtful stroke from one of the defenders of the wickets, suddenly an extraordinary expression was heard quite clearly in all parts of the field, "Hold it!" The effect was electrical; almost paralytic, on all but the American, who jumped to his feet, turned round three times, felt for his absent megaphone, and was just clearing his voice to "furn" and "root" when he realized that he was not at a baseball game with the champion slugger of the home team at bat, three men on bases and the score a tie in the last half of the ninth innings. But the peculiar thing about that vagrant admonition was the consequence of its escape upon the minds of the Victoria team, who were in a fair way to run up a record score for British Columbia. It seemed to impart strength,

vigor and a new courage and determination in the hearts of the tired and dispirited fielders, as if they said to themselves, "Oh, these chaps are not real cricketers after all, they know. They are blooming pads. We shall attend to their base, and that right speedily." And they did. The reclaimed baseballer sent up a "pop fly," and his successor made but a feeble resistance to the determined attack of the visiting side. Cricket is indeed a peculiar game—from the point of view of the uninitiated into its mysteries—but the most peculiar feature of it is its ethics and its nomenclature.

Englishmen who abide in the United States should take tent of something that happened recently and keep their patriotism and tempers well in control. An Old Countryman in New York hissed the American flag because at a public entertainment it was used to give point to an insult levelled by the singer of a topical song at the British nation. His demonstration caused an incipient riot, and the impostor had to flee in haste. It is argued by the New York press on behalf of the judge who imposed the fine that the Englishman showed deplorable taste and lack of "manners" in publicly giving expression to his resentment. What about the manners of the audience who applauded an insult to a friendly nation?

Russia is not a redemption after all. The first golf links has been opened in that unhappy country. But then it may be that none but grand dukes or other grandes will be permitted to play the game.

What is the matter with our Mongolian contemporary? Has it lost all interest in the sacred cause of its friends the Chinese?

NO SOLUTION OF WATER QUESTION

AS RESULT OF TRIP TO ELK LAKE SUPPLY

Conflict in Opinion of Members of the Council Only Intensified by the Visit

There will be no meeting of the city council this evening as arranged for the discussion of the water question on the subject of the Chehalis. The calling off of the officials concerned, City Engineer Topp, Water Commissioner Raymer and Foreman T. Preece. These officials have not had time to prepare their report. It has, therefore, been decided to postpone the public giving of evidence until this report can be forthcoming. This will probably be Monday night.

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INQUIRY INTO CHEHALIS DISASTER

EVIDENCE AT FIRST DAY'S PROCEEDINGS

Skipper and Other Officers of Steamer Princess Victoria on the Witness Stand.

Vancouver, Aug. 23.—Of six witnesses examined yesterday, the opening day of the Chehalis inquiry, five were officers of the Princess Victoria. The sixth was Barrister W. V. Innes, one of the Victoria's passengers on the day of the accident.

The feature of the testimony as a whole was the agreement of all six upon one of the most important points in the inquiry—the number of whistles sounded by Victoria. From Captain Griffin to Barrister Innes all said they distinctly heard two whistles, which, as was explained, meant that the Princess Victoria would go to the port side. These, the captain added, were given as quickly as it was possible to do so when danger was seen.

Here F. Peters pressed the captain for his reason why he had not ordered three whistles, the signal that the vessel would go astern. Though the captain had ordered a reversal of the engines and telegraphed full speed astern, he admitted that he had not ordered three whistles.

"For a moment I had my mind made up to do it," said the captain. "Then I thought it would mix matters worse than they were."

"I suppose you thought the collision so imminent that it was useless to blow the three whistles?" said Commander Hunt.

Yes, said Capt. Griffin, "I concluded that that would be safer." If there was one dramatic moment in the inquiry yesterday it was when the examination reached this stage, exceeding in interest the questions regarding the changes in the log. Throughout his two hours upon the stand, the captain was cool and collected. He gave his evidence slowly, and at times with apparent deliberation, and in answer to the questions put at any time assume the attitude of an unwilling witness, nor to counsel for the C. P. R. did he seem too anxious to reply. He treated both equally.

Frequently questions of the court and the jury would lean far over the railing of the judge's stand resting himself on outstretched arms or gaze seemingly at a fixed point on the opposite wall before replying. When with the counsel for the C. P. R. and the Steamship Co. and the C. P. R. and with miniature vessels, mere toys, supplied by Mr. Bodwell, the captain described the accident as he saw it, his manner of giving his evidence was unbroken and unflinching.

The other four officers of the Princess Victoria examined yesterday were Chief Officer Guns, M. E. Hilliard (quartermaster), Duncan Stewart (fourth engineer), and Chief Engineer Brownlee. Not only did all agree as to the sounding of two whistles, but they also corroborated the captain's account of the accident, in effect that it was the fault of the Chehalis.

Quartermaster Hilliard, the first witness when the commission resumed in the afternoon, agreed with the captain and the chief officer as to the strength of the tide in the narrows, about nine knots. As to the position of the launch and the Chehalis, his testimony was also in effect the same. He still further agreed that at the time of the collision the Princess Victoria was making slight speed astern. This the captain and the chief officer also agreed upon. The only point on which the two witnesses differed was as to the position of the launch and the Chehalis. The engineer room log showed a lapse of a minute and a half to stop and to reverse. They had received no orders to make up speed on that or any day. He agreed that two whistles were blown.

Chief Engineer Brownlee said: "When I first saw the Chehalis she was about three hundred yards distant, and I heard the whistles blow, two of them and when the Chehalis stopped across our bows, the same instant the telegraph sounded, I ran down to the engine room and by the time I got there the engines had reversed. "I did not see the Chehalis until she was in the water near our vessel. While he was being rescued I went to the other side of the Princess, but saw nothing there."

Mr. Bodwell asked the witness: "Before you saw the Chehalis change her course, did you anticipate any trouble?" "No," replied the engineer. Recalling Chief Officer Guns, Mr. Martin questioned him as to why the Princess Victoria had the day after the accident, altered her course in taking the Narrows, passing the Butnaby buoy to the east, the usual course, while going to the west of the usual course on the day of the accident.

"Because of two sailboats being anchored there. I heard Captain Hickey say that was the reason," said Chief Officer Guns.

V. W. Innes, a passenger on the Princess Victoria on the day of the accident, was the last witness. He had heard the two whistles distinctly. They quickly followed one another, and he thought both were those of the Princess.

The court is in session again to-day. To-day's Proceedings.

Vancouver, Aug. 23.—There was a large attendance at this morning's sitting of the Chehalis inquiry. Mr. Justice Morrison announced that the hearing would be adjourned on Friday at noon till 2 o'clock next Tuesday.

Thomas Hooper, architect, Victoria, was the first witness. He was a passenger on the Princess Victoria on the day of the accident. He said he was in the smoking room when he felt the engines stop. He thought they were on the rocks. He heard two whistles distinctly.

Edward Simpler, of Vancouver, also

a passenger, gave similar evidence as to whistles. He said he heard only one.

Questioned by the court he would not say two whistles were not sounded. He did not see the vessel collide. F. M. Worlock, another passenger, was in the smoking room. He was not clear as to how many whistles were blown. His description of what occurred after the accident did not differ from what other witnesses said. He said the Princess Victoria extended aid promptly.

The evidence of Theodore Rich, of London, England, was put in as taken at the police court in connection with the charge of manslaughter against Capt. Griffin.

The Union Steamship Company called the first witness in George McCartney. McCartney heard two whistles from the Princess Victoria. He did not know the meaning of the whistles, though he was for years steward on steamers on the upper lakes.

J. O. Benwell, who lost a fifteen-year-old son in the accident, and who was himself among the saved, went on the stand shortly before the noon adjournment. He told of the accident in much the same terms as the account he gave at the police court hearing.

Much time was taken up when the court examined charts, and Mr. Benwell pointed out the position of the vessels when the accident occurred and before. Forty witnesses have been subpoenaed, and the inquiry will likely run through next week.

FRAYNE-GARNETT.

After Marriage Ceremony Young Couple Visit Victoria on Honeymoon Trip.

(From Thursday's Daily.)

On Wednesday afternoon at 2 o'clock the wedding took place of Mr. George Frayne, son of Mr. George Frayne, of Westholme, and Miss Minnie May Garnett, daughter of Mr. F. Garnett, of Mill Bay. Mr. Burt Frayne supported the groom and Miss Carrie Garnett the bride. The bride entered the church to the strains of Mendelssohn's "Wedding March," which was played by Mr. Delourme. The church was decorated both church and house with evergreens and flowers. The ceremony was performed by Rev. Mr. Devere, of Duncan, after which the bride and groom proceeded to the bride's home, where they partook of a sumptuous repast. This being concluded all drove to Shawnigan Lake, where they entered the train and their friends showered the young couple with rice and decorated the car with old boots. Mr. and Mrs. Frayne are spending their honeymoon in Victoria and the Sound cities. On their return they will reside in Crofton.

The groom's present to the bride was a gold locket and chain, and to the bridesmaid a pretty brooch. The bride was the recipient of many handsome and useful presents. A partial list is as follows: Bible, Mr. and Mrs. F. Garnett; jewelry, Mr. and Mrs. Godfrey Smith; tea set, Miss Whidden; cheque, Mr. Alexander; sideboard scarf, Mr. and Mrs. Parry; clock, Mrs. Keogh; lemonade set, Mr. Grant; album, Mr. and Mrs. Smith; lamp, Miss Driver; cut glass salt and pepper, Masters Harry and George Keogh; cheque, Mr. Edmondson; fruit dish, Mr. and Mrs. T. J. Barry; coffee spoons, Mr. Smith; silver egg stand, Mr. and Mrs. P. Smith; table cloths, Mrs. Garnett; berry set, Mrs. Savage.

WAS IT BOAT NO. 2?

Strange Discovery in West Coast Cave May Throw Light on Valencia Wreck.

The story published yesterday that human skeletons had been found in a cave in the vicinity of the wreck point has given rise to the theory that the discovery is that of the remains of the victims in life boat No. 2 of the steamship Valencia. This is a matter that has suggested to C. H. Lugin, Dominion government geologist, an inquiry held last winter to investigate the loss of the ship. During the course of evidence submitted at that inquiry Mr. Lugin says that he did his best, could with Mr. McPhillips, engineer for the provincial government, to find out what had become of boat No. 2. The boat was last seen putting out to sea, but no one could throw any light on the matter.

INFLUX IN HINDUS.

Efforts Will Be Made to Prevent Any More Landing in Canada.

Vancouver, Aug. 23.—Under section 30 of the act governing immigration, passed at the last session of the Federal house, the governor-in-council is empowered to prohibit the landing in Canada of any specified class of immigrants. This power may be invoked to stop the immigration of Hindus, which is now being carried on to an intolerable extent. R. G. McPherson stated to-day that Mr. D. Scott, superintendent of immigration, will be in Vancouver to-morrow or Saturday to handle the matter.

DALNY A FREE PORT.

Tokio, Aug. 22.—The Japanese government notified the foreign governments to-day that Dalen (the new Japanese name for Port Dalny) would be a free port from September 1st.

WHEN THAT COLD COMES

how is it to be cured? This method is simplicity itself. Rub the chest and throat well with Nerville, use it as a gargle and take some in hot water before retiring along with one of Dr. Hamilton's Pills. Next morning find you refreshed, free from cold and bright as a dollar. These household remedies are wonderfully successful, and certainly won't fail in your case. For sale at all dealers.

CUBAN INSURGENTS CAPTURE CITY

SAN LUIS TAKEN AFTER A SHARP ENGAGEMENT

Number of Men Killed and Wounded—President Says There Is No Cause for Alarm.

Havana, Aug. 23.—President Palma, in an interview with the correspondent of the Associated Press this morning, said:

"Our situation at first has been one of unpreparedness as usual in such cases. We will take a little time to prepare, but there is positively no cause for alarm. The bands in Pinar del Rio are smaller than reported and poorly led."

Louls Herez, the last Liberal governor of the province of Pinar del Rio, has joined the insurgents' forces in that province.

According to reliable advices received this afternoon the insurgents captured the city of San Luis in the province of Pinar del Rio.

A new party of fifty insurgents appeared to-day at Santa Cruz del Norte, Havana province.

Important Gain.

Havana, Aug. 22.—The insurgents in the province of Pinar del Rio captured the first city there to-day.

At 9 o'clock this morning the forces led by Pino Guerra, who is an ex-congressman and an influential man, and who was thought to be many miles away, were found in the city. The bands attacked San Luis, which is situated on the railroad about ten miles west of Pinar del Rio. A sharp and decisive engagement followed, during which a number of men were killed or wounded. The town was defended by less than 100 rural guards, 50 of whom surrendered to the insurgents and are now held as prisoners.

The insurgent forces are now in possession of the railroad station and the town, which is resuming its normal condition. In the capture of San Luis, which has a population of about 10,000, the insurgents have obtained an important base for future operations. It became known later in the day that practically all the inhabitants of the town of Aguacate have, with the mayor, declared themselves insurgents against the government.

A letter from Racho Velazquez, province of Santa Clara, says that the band of insurgents has been organized there under Col. Reinos, and it is believed that the Mendieta is within reach of the town. At Havana province, says that the organization of his loyal bands has begun.

Unfounded Rumors.

Havana, Aug. 22.—Gen. Rodriguez, commander of the rural guard, to-day said to the Associated Press:

"Cuba is entirely competent to cope with the insurrection. The flood of rumors of the insurrectionary forces is not borne out by the facts. The result of the encounter at San Luis is not known definitely, but it is known that we inflict some losses on the enemy in that vicinity. We have sent out 500 volunteers under competent officers. We have plenty of Remingtons and ammunition for all present needs and more have been ordered from the United States. Besides we have thousands of old but serviceable guns."

This afternoon Major Laurent had a hot fight with the insurgents under General Rodriguez. The insurgent commanders, and reports that several were killed or wounded. He pursued Guerra, but did not retake San Luis. Three large bands of insurgents were out in the province of Santa Clara.

New Orleans, La., Aug. 23.—A special cable from Havana says:

"In spite of government denials the revolutionary movement in Cuba has assumed formidable proportions. The whole island is in a ferment over the uprising and it is impossible to predict at this time what the final result will be."

The government claims that it is able to suppress the revolt with two or three weeks, but conservative people do not believe that the revolution can be crushed so easily.

"The revolutionaries have been preparing for the struggle ever since the presidential election, and the Cuban administration has under estimated their strength."

"It is known that several cargoes of arms and ammunition have been landed in Cuba from the Florida coast during the past two months, and the insurgents are abundantly supplied with ammunition."

"It is believed by many Havana business men that it will be necessary for the United States to intervene and annex the island before the revolution will be quelled. Annexation is opposed by the American residents of all the large cities and towns in Cuba."

"The revolutionary leaders even press annexation to the United States as a continuance of the present condition. The American residents of the island of Pines have taken sides with the revolutionists against the Cuban government, and they are giving the insurgents all aid possible."

"The fate of Pinar will be an important base of operation for the revolutionists."

Another Fight.

Havana, Aug. 23.—A fight with Bandera's band occurred at 3 o'clock this morning.

A force of one hundred mounted rural guards which had for three days been seeking to surround the insurgent's force, commanded by Bandera, finally succeeded in doing after the commander had pitched his tents for the night. In addition to Bandera, two of his followers were killed, but not one of them was captured.

PORTLAND TEAM BY N

Canadian Teams Win Opening Games for—Fine Exh

(From Tuesday)

The opening game tournament for the championship took place this afternoon. At the Oak Nelson and Portland divisions, the honors former, and on the crease the Burrard Washington State (and Seattle) engage strength, in which the off the palm. Both divisions and were spectators, promoter were the adherents of clubs.

Nelson's triumph over appeared to have been a case if the score, 111 to 1, taken as a reliable indication, is often the case, the cannot be accepted as correct. The American bat found themselves of a superior order of Bourke. He started wickets for 7 runs, a distance of others right to 13 for the innings, nings, however, Bour so successful. The were beginning to un-

derstand the game, and were beginning to reach the wicket, runs, the only player figures, while the total to 37. But the Portla came to the station and scored 62 runs during at bat, although the rene did consider the second turn their down to 48, still leav

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