(...the DAILY COLONIST, August 28.)

...EN BY THE WAY.

...yke Bound Pilgrims Tell of the Scenes Along the Trail.

Dead Horses and Abandoned Outfits Mark the Road For Miles.

Wharfage Facilities Which Will Minimize the Labor at Skagway.

...reat deal of the difficulty and dis-...rt of landing passengers and freight ...agway will soon pass away, says the ...e Times, if the report brought ...by the City of Topeka this morn-... true. An enormous wharf, with ...ouse and other terminal property ...e constructed there at once by the ...ay Wharf and Improvement Com-...n organization of Juneau busi-...en and capitalists. Already the ...as been made and by this time ...r & Jorgenson's big piledriver ...at work on the piling of the ... The piledriver was towed over ...ng Lucy.

...lans for the wharf and terminal ... include an approach 1,000 feet ...h, which will extend the wharf ...ugh into the bay that the ... vessels can load without ...at any stage of the tide. ...g contract has been let to Pur-...douglas island, and the steamer ... taking a tow of piles to Skag-...e outfit taken on the Yukon in-... complete logging outfit and a ...f practical loggers. Additional ...ed can be secured from timber ...ore of the bay. It will be six ...eeks before the wharf will be ..., owing to its being built in a ... and substantial fashion.

...ce the rush to Alaska com-...very disagreeable feature of ...d route was the lack of dock-...s at Skagway. The only way ...ng freight from the larger ...s in the steamer's boats or ...ges and scows. A charge ... ton for unloading was ... the goods dumped on ...rrible fashion. The barges ...v loaded at times that the ...ver them, causing consider-... to goods. The worst fea-...ling with barges is that a ...et very much scattered, ...ree or four days job to gath-... together. The horses are ...unloaded by dumping them over the side of the vessel and making them swim ashore. It takes several days to unload a vessel in this way, when it could be done in a very short time were there a dock. A small charge will be made for wharfage by the Juneau company. Other improvements besides the wharf are contemplated.

THEIR CATTLE STRAYED AWAY.

A Victorian on the Chilcat Trail Relates His and His Party's Experience.

A letter from John Frank, of the Heaney-Cameron-Frank party—which left Victoria by the Al-ki on the 18th of July last with 54 head of cattle and 15 horses for Dawson City—has just been received and contains some interesting news. It is dated from Clackman, 25 miles up the Chilcat river, to which point the party had progressed at the beginning of the present month.

After relating some of the difficulties in starting out from Skagway, in the way of breaking in the horses to the carrying of packs, the letter speaks of the trouble of the Indian packers in getting up the Chilcat owing to the swiftness of the river. Continuing, the writer says:

"Packing horses is the hardest life I have had any experience of. I knew it would be hard, but the reality of it is harder than the worst imagination. I hope it will be easier after reaching this point."

Other extracts from the letter read:

"The scenery up here is grand. On each side of the river is a great range of mountains. On the lowest the snow has melted away; on the highest it still remains. A glacier is to be seen at one point of vision.

"The Indians up here are the Clinhets. They come up to this point to fish and then move down to Chilcat. Chief Kodawat, who brought up our stuff, is a Presbyterian. On the mountain side is the grave of a medicine man decorated in Indian painting.

"Since writing the above," says an extract dated a day later, "we have had lots of trouble. I came down in a canoe with a white man and guide to get the stock over the river, and had to come back the whole way to the old camp. The cause of the delay was the cattle straying into the bush where some of them got lost. The cattle are wild and will not drive in small lots. One rainy day after searching the bushes I was as wet as if drawn through a mill pond and I had to sleep in wet blanket.

"The weather at Clackman is fine. We sold our cattle which strayed to a man living in the district so that they will not be a total loss. I asked a chap belonging to another outfit if he went hungry in this country. He replied: 'Hungry? Why that is my normal condition all the time.' This is exactly my state."

A SUMPTUOUS BILL OF FARE.

One Victorian Partakes of a Meal, Dreams of It and Loses His Appetite.

Charles Phillips, of this city, who is one of those on their way to the Yukon, says in a letter home:

"I have been over the trail 25 miles, and she is a tough one. I had dinner last night with Hamburger. I dreamt of it last night, so I could not eat any breakfast. We had rice pudding, raisin cake covered over with chocolate, sardines, and pork and beans.

"There are people turning back every day, selling outfits. It is a tough job; you have to go up mountains, down them, switch back over mud holes up to your waist, and then over rocks. We had to pay $150 a piece for horses and three cents a pound for hay. It costs $20 for two sacks of oats and two bales of hay.

"Henderson, of the Transfer Company, who is here, is pretty sick of it. Anderson and Petrie are still on the trail. It takes about six weeks to get to the lakes. People coming up should bring horses, as you cannot get along without them. Boats are useless, as also are carts. They charge one cent a pound or freighting over the river, but we built a bridge. It rains all the time. I met young Baker, and he told me he had sold out and was going to Skagway to work. The Dyea trail is no good; people have been there for six weeks unable to get out. Correspondents of the Chicago Times-Herald and the World are here to write up the scenes."

"I thought you might be anxious to hear how we are getting along," observes D. Carmody in a letter to Mr. George Riley. Then he proceeds to relieve the anxiety with comprehensive details of the march into the wilderness.

"We are still at it night and day and barring sickness or unforseen accidents or misadventures we will get through in about thirty-five days. . . . There are now about 3,000 people here, and at a low estimate five hundred tons of provisions. If it all got over to the lakes it would take 1,000 boats to carry it. But I can assure you not 10 per cent. will reach their destination, while only about 50 per cent. will get so far as the summit.

"We will be the first party to the lake if we have no drawback—that is, we will be the first party to get all its goods over. We have gone by all the Islander's parties, and passed some that have been here thirty days. The first day we got up to the first mountain, and found the trail blocked for two miles. One-half of the distance was covered with horses, mules and burros—all down. Some had broken legs, others broken ribs, each and all something the matter with them.

"Since that we get up at two and have breakfast, so that we are all fitted out and away by four. We have the mountains all to ourselves, and after advancing about ten miles we make a cache, in this way not losing any time.

"At present this place is just like a city, only all the buildings are of canvas. It has its Klondyke streets, Klondyke restaurants, Klondyke saloons and Klondyke dance houses. Everything goes, and every lot is staked off for four miles up the river and selling at from $25 to $500.

"We are now within eight miles of the summit, and on both sides of the trail as far as the eye reaches you can see horses lying dead, in all shapes and in all places. Some of them have slid over the cliffs and down 200 or 300 feet, but got up all right. Only it is impossible for their owners to get them up to the trail again. Goods, too, are strung all along the trail for ten miles, wet and spoiling. Some of the Seattle people have already decided not to go further. No man that is not a practical miner or woodsman has a chance to get in. Our party are getting tough and dirty—pretty hard looking rascals to a man—but we are getting there to beat the band, and that is the main thing."

PIONEERS OF THEIR PARTY.

E. W. Wilson Tells of His Adventures on the Road to Lake Bennett.

Among the Victorians who are bound to get through before the ice seals the rivers is E. W. Wilson, of San Juan avenue, who in company with Dunc McCrimmon, left Skagway late in July and by the tenth of the present month had succeeded in making Lake Bennett.

"We started, ten of us, five days ago, to get out lumber for our boats," he says in writing to Mrs. Wilson from the lake. "In one day we cut 170 logs, which will make 10,000 feet of lumber. Then we made horses of ourselves and brought them to the banks of the river and dumped them in. That was two days' work, and it took two more to drive them to the mill. It is a very rough and swift stream, full of canyons and falls. Many a place I was working where the least step amiss and I would have been in Davy Jones' locker, but I was careful.

"We had just finished last night when the rest of the boys came over from Skagway and brought some provisions. I have so much to write. I have only two one-cent stamps to my name, and in Skagway they say stamps are worth one dollar apiece. I did not bring anything over here with me except what I have on my back, so I'm in a bad fix. I've lost 20 pounds.

I have had the same clothes on till today that I had on when I left, and today you would have laughed if you could have seen me astraddle of a log on the lake washing my clothes. I made a good job of it, and have them out to dry now. The clothes were dirty, and I had a bath too. The skeeters are simply awful; the sides of my face are raw, and my wrists are all swollen up where they bite me. Still, I'm happy.

"The boys are now building our boat. It is a scow, 20 feet long on the bottom and 25 feet on top; 5 feet wide in bottom and 7 feet wide on top, and 30 inches deep. We will have three tons of supplies and eight men in that. It is 36 miles from here to Skagway; I think I will go back to-morrow and try and hurry our outfit over a bit."

When Wilson next took time to put his experiences on paper he was back at Skagway, and said:

"I started from the middle of the lake at 5 in the morning and did not get in till last night, but I met so many on the trail that I know I wasted a good deal of time. I had nothing to eat all day. . . . . There were four men came through here from the Yukon. They carried $20,000 in gold with them. I saw some of the nuggets. They came out for outfits and go back this fall.

"This has been a splendid day. The Willamette came in last night with 900 passengers; 700 stayed here. They estimate there are 3,000 men here, and not one-tenth of them will get over. Coming over the trail yesterday I saw hundreds of men almost heart broken, packing big loads on their backs. The trail is in a fearful condition, almost knee deep in mud. Our camp is in the centre of the town. The lot it is on is taken up and was sold some time ago for $150. Right across the street is a music hall, and the violin and piano, going night and day, almost drive us crazy.

"It is very warm to-day," this being written on the 15th inst. "We have given a contract to get our outfits over; as yet we have only 700 pounds over and our boat on Lake Bennett. To-morrow morning we start over the trail with our pack train to look after our goods. If we have good luck we expect to have it all over in about 18 days. Someone stole some of our bacon last night, and one of us will have to sit up and keep watch now every night. The committee say if anyone is caught stealing he will hang to the first tree. I bought my supper the other night. It cost me 50 cents. Eggs are but 40 cents a dozen. George Rice bought a litter of pups here for $200. They look very pretty in the pen. He will make a dog team of them for sleighing in the winter."

THE M'GREGOR PARTY.

Nanaimo's School Teacher and His Partners at the Summit of Dyea Pass.

J. C. McGregor, the Nanaimo school teacher and professional bicyclist, was with his companions at the head, or rather the summit of Dyea Pass on the 12th of the present month. From there he took the opportunity to write home, his letter giving the news that they had about a ton of their stuff up with them and expected to push on for the lakes and reach them in less than a week.

According to the Free Press, M. Hubbard, Walter Miles and the rest of their party, from Nanaimo, were ahead of the McGregor party, on account of having had a pack train. A large number of other parties were camped near the summit. Their party was pretty sure of getting through all right, but there were lots of others who were afraid they would not get over this fall, and it was too late for anyone to get in who expected to leave civilization now, as the winter would close in shortly.

"ISLANDER" AND "BRISTOL."

The Two Big Northern Boats Are Now Hourly Expected to Arrive.

Three very important steamers are now hourly expected, each of which will bring late intelligence from the golden land of the north. The most interesting of the trio is of course the St. Michael's steamer Portland, which, however, will come down the outside passage and go to Seattle direct. The Islander and Bristol take the usual inside course and come direct to Victoria.

To-day there should be quite a fleet in the northern service in port, for besides the Islander and Bristol, the Willamette and City of Topeka are to call on their way to Skagway and Juneau from the cities of Puget Sound. The object of the Willamette's visit is to load the freight left behind by the Queen on her last up trip. She will also receive here several passengers, among them H. E. Cutler, N. Blair and J. S. Pears.

Dodwill, Carlill & Co. are sending the steamer City of Seattle North on Tuesday next, by which time the City of Kingston, it is expected, will have returned from Skagway to resume service on her old route. When the ship gets on her old route, which will probably be on Monday, she will run on a new schedule. Instead of laying over on Monday she will in future make Sunday her lay over day. Her regular hour of departure from here will be 8 a.m.

THE CITY.

LOUIS PELLY, for having liquor on the Saanich reserve, was yesterday fined $25 and costs in the provincial police court.

FOUR siwashes charged with being drunk were each fined $5 and costs in the city police court yesterday morning. The money was promptly paid by three of the offenders, the fourth, not being able to raise the necessary amount, being detained.

SOME miscreant has stolen the halyards from the Beacon Hill flagstaff. It is to be hoped that whoever is the guilty party he will be stricken with remorse, or a club. The services of Tom Watson were yesterday enlisted and new ropes put in service.

THEARLE'S Original Nashville Students (Jubilee singers), who will appear in the A.O.U.W. hall next Thursday and Friday evenings, come under the auspices of the Congregational church. This is the company that sang at the World's fair in Chicago. The director of amusements of that great exposition says they "rendered their southern melodies for many days to enormous audiences in the big Festival hall, ... and I desire to endorse them fully for they are the best band of Jubilee singers I have ever heard."

MR. HEDLEY CHAPMAN will judge the mastiffs, St. Bernards and Newfoundlands at the exhibition of the Victoria Kennel Club, to be given October 14, 15 and 16. This should guarantee satisfaction being given to competitors, as should also the selection of Mr. E. Davis as judge of all other breeds. The show will be the most important ever held in the province, as since the amalgamation of the American and Canadian Kennel clubs the prize-winners here have a claim to recognition all over the continent. There will be a very large list of valuable prizes and some of the finest specimens of the canine family will be entered.

WHISKEY and snakes is a combination not unknown in the experiences even of some Victorians, but if the glasses of those who confine their libations to aqua pura are not to be free from the presence of those fear-inspiring denizens of the lower animal kingdom, the occupation of those who inveigh against the indulgence in spirituous liquors because it "stingeth like a serpent and biteth like an adder" will be gone. All of which is suggested by the fact that a snake fully twelve inches in length made its entry into the Victoria Transfer stables by way of the water tap last evening which will not have a tendency to add much to the ease of mind of those who in thirst creating weather indulge copiously in Victoria water.

One Honest Man.

Dear Editor.—Please inform your readers, that if written to confidentially, I will mail in a sealed letter, particulars of a genuine, honest, home cure, by which I was permanently restored to health and manly vgor, after years of suffering from nervous debility, weakness, losses, and weak shrunken parts. I was robbed and swindled by the quacks, until I nearly lost faith in mankind, but thank heaven, I am now well, vigorous and strong and wish to make this certain means of cure known to all sufferers. I have nothing to sell and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness. I promise you perfect secrecy. Address with stamp:

WM. . MULFORD, Agents Supplies,
P.O. Box 59, St. Henri, Que.

"Of course, I will be homelier some day, dear," she whispered.

"Impossible," he replied gallantly, and he marvels that she sent his presents back.—Detroit Free Press.

SOME SEALING FACTS.

A Reply to Misstatements Made in "Harper's Weekly" Against Canada's Position.

United States Simply Striving to Get a Monopoly of the Business.

The following interesting letter was sent recently to the editor of Harper's Weekly, who—although it was in reply to an article published in that journal, declined to give the answer eqtal publicity:

The Editor, Harper's Weekly.

SIR,—A reader of your very excellent Weekly, especially if a citizen of the United States, would, from the view you take in your last two issues on the sealing question, take it for granted that the United States government is deserving of much sympathy and the attitude of the British government to be as strongly condemned for admitting the protest of Canada against being deprived of her rights to engage in the seal fisheries on the high seas and in not being acquiescent to the wishes of your government in allowing the lessees of the islands the sole monopoly of the industry.

As has been the case right through this controversy, the lessees of the islands and the United States government have thoroughly presented their side of the question, and many of your papers, without being thoroughly informed, have also taken up the question on their behalf, and a few with considerable bitterness. It is to be regretted that a well-informed and reliable paper such as Harper's Weekly should give your people the impression that your government has much to complain of, by allowing a mass of misinformation, and without a fair hearing from both sides, bias your valuable opinions; for an assertion goes as a fact with the many acquainted with the question only by what they read in the papers; and while anyone, through being misinformed, or wilfully, may make an assertion, it takes a person thoroughly versed in the matter to disprove that assertion.

In the first place, I beg to point out that owing to the anxiety of officialdom in Great Britain to please the United States government, you may depend on it that in any argument or difference arising between the United States and Canada involving international law, unless Canada is most decidedly and beyond a doubt in the right, the government of Great Britain will give the United States government the benefit of the doubt—as we have experienced to our cost during the early stages of the sealing controversy, when, owing to her not firmly insisting that British vessels be not interfered with whilst sealing on the high seas, she gave your people an impression that your government had good ground in their contention that Behring sea was United States waters, that they had a property right in the seals on the high seas or wherever found—and that under those claims they had consequently a right to search, seize and confiscate our vessels, and imprison our crews if caught with seal skins on board—even if they were sixty miles or more from land.

Great complaint and much indignation has been expressed at the want of good faith manifested by the Imperial government in permitting our sealers to carry fire arms in Behring sea without being put under seal. Allow me to inform you that last season only one British sealer carried fire arms into the sea, and she was seized by a United States cutter, sent to Victoria and discharged for want of evidence of having use her guns. The vessel had been sealing off the Japan coast and on her way to the sea, stopped at the Island of Atu, the western most of the Aleutian group, and requested the United States officer stationed there to seal her arms, which he declined to do, saying he had no authority and that she would not be interfered with. All the other vessels sealing off the Japan coast before sailing for the eastern sea landed their guns and had them set to Victoria by steamer. This season not one of the twenty Victoria vessels going into the sea is taking guns. The seizure of two of our vessels—one for having a sawed-off gun, a barrel a foot long, on board, and the other for having a fowling-piece on board, without any evidence of having used them—was the reason of the British government refusing to consent to the act being so interpreted as to admit of seizure simply because they had firearms on board.

As regards bad faith for not sending up a larger patrol of men-of-war, that fact has been to our disadvantage, subjecting our vessels to repeated search and the tumbling about of their salted skins by foreign vessels on the high seas, being sent to Ounalaska on the slightest pretext—from whence they were sent to Victoria without any inquiry by the British officers.

Now, although last season saw four of our vessels seized in the Sea by United States cutters—one for carrying guns, but case dismissed for want of evidence; the other three for being inside the limits, condemned and confiscated—there was not the slightest evidence to show that any of these three vessels had intentionally violated the act—in fact Captain Hooper, the senior officer of the United States patrol, said himself that it was impossible for any vessel to be able, owing to fog and currents, to tell at all times her position—that even the officers of the cutters, fitted with every appliance for working out their reckonings and the advantage of steam power, could not at all times tell their position; and I am satisfied that our judge—who could have inflicted a lighter penalty—imposed the heaviest penalty possible to prevent a feeling on the part of the United States government that a decision under the Paris award could not be obtained against the pelagic sealer—but the severe enforcement of the law to pacify the United States government is, I submit, very unfair to us.

I submit that when the United States government submitted its case to arbitration it had not a leg to stand on; but the fact of the matter is that, notwithstanding the restrictions imposed—such as closing our sealing off our own coast, a sixty-mile zone around the islands (the zone around the Russian islands is thirty allowing us to use our firearms) prohibiting our using firearms in the sea—very much more than your government ever expected to obtain—having failed to kill the pelagic sealer has disappointed the lessees of the islands, and although the result of the present restrictions is so severe, and has handicapped the industry to such an extent that only thirty out of a fleet of sixty vessels have been able to fit out this season, they are not and will not be content without further restrictions, which would effectually wipe out the Canadian "poacher"?—who clears at the Canadian customs to engage on the high seas in a deep sea fishery in the hunt of a free swimming animal in which you have no property right any more than—if as much as—an owner of a brood of pheasants when they fly off his preserve onto wild or other private land.

I contend that our people have endeavored—as can be proved by the officers of your cutters—to faithfully abide by the restrictions enacted by the Paris tribunal; they have never in any one single instance raided your islands; and they have never endeavored to resist the government authority of either nation.

This season there will be an armed cutter and man-of-war in the sea for every three schooners—which we trust may be considered a sufficient force to check an unoffending people, whose only crime is that they have the pluck to stand out for their rights on the high seas—the denial of which is unprecedented in history.

The fault of the Imperial government has been that until Canada protested, they, willing to please the U. S. government, were willing to meet and agree to every proposition your government saw fit to advance to prevent our engaging in the industry.

I submit that the very great patience shown by the British government in the seizures of British vessels on the high seas by order of the late Mr. Blaine might be considered humiliating, for from no other power would she have submitted to the same high-handed and unfriendly aggression. Our vessels were subjected both in and out of the sea to search prior to the modus vivendi, and after that agreement was entered into. Where the British officers were content to write on our official logs, your officers insisted on defacing our registers—entirely uncalled for; in fact, the Ocean Belle, sixty miles out at sea, was boarded the U. S. cutter Rush, and because her master refused to produce his register, search was made for it high and low in order to write on and deface it, and when the master of the schooner asked the captain of the cutter if he did not think it was going further than necessary, the reply was: "I have a mind to seize and take you to Sitka." How would your government stand similar treatment of vessels flying your flag from another power? The war of 1812 was for less.

On the Atlantic coast your fishermen have almost destroyed the mackerel fisheries—at one time one of the most lucrative deep sea fisheries the world ever had—and a great portion of that was in the Gulf of St. Lawrence, entirely surrounded by British territory, the widest part across from Cape North being only twenty miles. Your government, although requested by the Canadian government to join with them in enacting restrictions to preserve that valuable industry, refused to do so. Your fishermen insist on their rights to the three mile limits, and inside headlands six miles apart, whilst we are to be driven off the high feas to give your people a monopoly. Is your government is acting in good faith in the preservation of the seals, why did they refuse to permit of restrictions as to the limit of killing on the islands? Why no restrictions in the whale fisheries, in which we do not participate? Why no restrictions in the sea otter hunting until Canadian fishermen began to show an intention of taking a hand in that industry? Is the Pacific ocean to be a preserve for the seals for your sole benefit, that eat our salmon off our coast by the millions? If this be American sense of justice and fairness, then we trust we may not have ever to stand trial for our lives in your country, for we would most certainly be hanged at the yardarm. Had we not Great Britain behind us, would the United States ever have consented to submit this question to arbitration? By the action of your government in '86, '87 and '89, I fear not. Great Britain in her efforts to be friendly has in the concessions made to your government sacrificed our rights. Your naval officers are ashamed of the work they have to do—acts that even a New York policeman would blush to be accused of doing.

Referring to the latter portion of your editorial in your issue of the 24th inst., contending that Great Britain's refusal in its demands, regardless of the rights of Canada, will work a great injury to the cause of international arbitration. Your senate refused to entertain any such proposition, and Sir Julian Pauncefote's efforts are derided and spoken of as a game of solitaire that amuses the old gentleman.

The very goodwill and friendly spirit manifested by your Senate in discussing the proposition for a speedy settlement of the (yet unpaid) claims of our sealers by a lump sum payment of $425,000, proposed by your late secretary of state, Mr. Gresham, in lieu of a commission, and accepted in good faith by the claimants—to whom it was submitted by the British government without comment, but not "snapped at" by that government, as kindly asserted by Senator Lodge (who is always equal to the occasion when anything British is on the programme), makes your expression of anxiety that the British government may by its present attitude injure the cause of arbitration appear almost ludicrous.

A BRITISH COLUMBIA PELAGIC SEALER.
Victoria, B.C., July 30, 1897.

Judge Crusty—Are you sure your love for my daughter is the genuine article, sir—are you sure you are not mistaken about it?

Cholly Mushly—It is not possible for me to be mistaken about it, sir. I have experienced the same sensation a thousand times.—Judge.

"Why, M. Embonpoint, you look ill! What's the matter?"

"Bicycle."

"Bicycle? But you don't ride a bicycle!"

"No; but the wretch that knocked me down did."—Journal Amusant.

Which is worse, imprisonment for life or a life-long disease, like scrofula, for example? The former, certainly, would be preferable were it not that Ayer's Sarsaparilla can always come to the rescue and give the poor sufferer health, strength and happiness.

BOLD BUCCANEERS.

American Smugglers Take Fish, Steal Potatoes and Kill Settlers' Cattle.

Departments of Customs and Indian Affairs to Be Asked for Protection.

While spending some months in the Queen Charlotte group this summer gathering material to augment the exhibit of the Hydah Indians in the Field-Columbian Museum at Chicago, Mr. James Deans learned of the acts of robbery and piracy practiced on the northern Indians as well as white settlers by American buccaneers who, using the harbors of Prince of Wales Island on the American side of the international boundary, make periodical raids on the territories and fishing grounds of British subjects.

"This last summer," said Mr. Deans yesterday, "a party of Americans visited Massett village while the natives were away at the fishing stations and made a complete clean-up of the crop of potatoes which the Indians had growing in their little patches, and, securing about three tons of the spoils, carried them to Juneau and other American ports and sold them.

"In addition to this flagrant case of robbery there is a regular fleet of foreign boats visits the halibut fishing grounds within British territory and annually takes an enormous amount of this fish, which is sold in the cities of the Sound. Last year another party of these pirates took possession of a vacant house in Massett village and boldly opened a store, where a very large quantity of American goods, smuggled in, were sold to the natives.

"This was continued for several months, when, on a rumor being circulated that the Canadian authorities were on their trail, the shop was closed and the smugglers took to their boats, carrying the balance of their goods along with them to the American side.

"Nor have these predatory bands stopped at these outrageous acts, but they have actually, in some instances, killed cattle belonging to white settlers as well as those of the natives, and this plunder has found a market in Juneau and Sitka. Mr. Harrison, a well known resident of Massett, had several of his animals killed last year and made a formal complaint to the authorities, but not the slightest attention has, as far as he knows, been paid to the matter. The apathy of the Dominion government in this matter is certainly passing strange.

"These parties of marauders are in all cases well armed and those residing in that part of the Dominion are entirely at the mercy of the robbers. Not only is the customs department defrauded of thousands of dollars every year, but the Indians, the wards of the Dominion government, are left entirely without protection. The cost of maintaining an armed patrol in those waters would not be very great, and the cost could be divided between the Customs, the Indian and the Post Office departments, as with respect to the latter the settlers at Massett have to depend upon the good nature of the Indians and any chance visitors for communicating with civilization, their nearest post office being at Port Simpson, 100 miles away. And if protection is sent it must be in the nature of a properly armed party, as I can tell you things are carried on with a high hand up there. On all sides bitter complaints are made and I was requested to do what I could on my return to have this outrageous state of affairs ventilated in the public press. So far bloodshed has been avoided, but this anarchy cannot long continue without its leading to murder."

Here, evidently, is a matter which should commend itself to the good offices of every board of trade and business community in the province, and a united effort should be made to have proper protection extended to the residents in the northern archipelago.

LEAVES FOR HOME.

H.M.S. "Comus" Sails En Route to England—The "Walla Walla" Departs.

H. M. S. Comus, Captain Hart-Dyke, bade Esquimalt farewell on Thursday, taking her departure for England, and leaving as the only man-of-war now in port the flagship. The Comus is not going direct home, but will make the usual round among the islands of the Southern Pacific by the time her relief, H. M. S. Leander, reaches Coquimbo, the station according to custom where such meetings generally take place, with the advent of the Leander the beginning of Britain's new policy, in regard to strengthening her fleet on this station, will have been initiated.

FOR SAN FRANCISCO.

It does not frequently occur that an outgoing 'Frisco steamer sails before the inward bound one arrives, but the Walla Walla went out last evening before the Umatilla came in. This was owing to the latter's detention of 24 hours at the Bay City, on what account the agents have yet to be advised. The Walla Walla had a very full load going out. She had many more in her saloon than staterooms could be found for, and the old plan of reverting to stretchers and rugs had to be resorted to. Thirty-four Victoria-booked for the passage, their being 17 in the saloon and 15 steerage. Including some few C.P.R. travellers, the list is as follows: J. Brooks, J. R. Coigdarrippe, Mrs. W. H. Bone, C. W. Newbury, H. J. Martin, Mrs. J. Ormand, Miss Emily S. Le Vins, Mrs. P. Armstrong, Miss A. Davie, J. C. Meiss, Mrs. Meiss and child, N. Condogeorge and wife, Miss Walker, Miss Currie, C. W. Whitelaw, Miss L. Moore, Miss J. C. McDonald and J. E. Osborne.

MARINE NOTES.

Steamer Maude has gone up the Fraser to load salmon at the Victoria cannery for the ship Irby, now in Esquimalt.

The N.P. steamship Columbia passed Carmanah Point inward bound at 7 o'clock last evening, and should arrive at the quarantine station early this morning.

When the steamer Willapa sails for the West Coast on Monday evening she will carry among her passengers one who will complete the new government road leading from Quatsino to the north end of the island.

RINGING
RINGING
RINGING

IN YOUR EARS and noises in your head are the certain warnings of approaching danger. You ought to know by this time that an ounce of prevention is worth a pound of cure. You ought to know also of the great value of HUDYAN, the remedy treatment. This remedy treatment is for young and middle-aged men, and is reliable.

Premature weakness, spermatorrhoea and diseases and disabilities of men are curable, and the certain cure is HUDYAN. HUDYAN has been tried by 10,000 men living on the Pacific Coast, and it is highly indorsed by these people. Ten thousand living witnesses is better than the greatest fortune a man can save. Ten thousand people say HUDYAN is good; ten thousand people know HUDYAN is good; ten thousand people recommend HUDYAN. If you need a remedy treatment for failing manhood you should get the HUDYAN remedy treatment.

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VICTORY FOR THE EAST.

The C.A.C.C. Obtains Official Recognition From the C.W.A.

Otto Ziegler and His Speedy Companions Race Here Next Saturday.

The California Associated Cycling Clubs, or the Pacific Coast League, as the new organization is now more generally termed in the Northwest, has won its greatest and most significant victory since breaking away from the L. A. W. on the question of local option—it has obtained formal recognition at the hands of the C. W. A.

This was promised by the Canadian league some time ago, so soon as the C. A. C. C. demonstrated that it commanded the support of all California—if its ambition was limited by the boundaries of that state—or of the entire state if it aspired to a higher destiny. President A. P. Swain's organisation has chosen the latter course, and Oregon and Washington having at last fallen into line, the Canadian association redeems its promise.

As the C. W. A. and the L. A. W. are kindred organizations, suspensions and black-lists of the one being everywhere recognized and enforced by the other, this is the heaviest blow that could fall upon the American league. It means that to all associate bodies the C.A.C.C. is no longer a rebel organization—it has obtained the dignity of a successful revolution.

That the new league will at once amend its title from California to something more comprehensive is anticipated by all the northern divisions under its jurisdiction. The change from "California" or "Coast" was in fact promised by President Swain during his recent visit North.

It was the Victoria Wheelmen's Club, through C. H. Gibbons, its representative on the C.W.A. racing board, that secured recognition for the new league. Otto Ziegler and other world famous riders have been racing in the Puget Sound cities under C.A.C.C. auspices, and Victoria also determined to give a meet, with the Californians as the star attraction. Under existing conditions this meant that all who competed would be placed under the ban, and the track would also go on the association's black list. So it was determined that the conditions must be changed.

T. A. Beament, chairman of the Dominion racing board, was telegraphed to; the information that the Puget Sound cities had somersaulted was given, and he was asked to officially recognize the new league without delay.

Mr. J. W. Prescott, as president of the Vancouver Bicycle Club, supported the demand made by Victoria—also by wire—and immediate action was urged as imperative to the interests of bicycle racing in British Columbia.

The result was that an emergency meeting of the national executive was convened by telegraph, and yesterday the intimation came to hand that if British Columbia would remain loyal to the C. W. A. that association would at once "recognize" the coast league. The desired assurance has been given, and thus the matter is most satisfactorily disposed of.

The riders of the C.A.C.C. will make their first appearance on Canadian cinders one week from to-day, riding in the fall meet of the Victoria Wheelmen Club at the Oak Bay track, with the assistance of the best pacing machines on the coast, and all other essentials to fast time as well as keen racing.

RUNNING.

DALBY IS SATISFIED.

Mr. Daniels' prompt acceptance of the challenge issued by H. G. Dalby has given the latter gentleman great satisfaction, and he has now placed a handsome trophy in the hands of the sporting editor of the COLONIST in the shape of a silver cup. If Mr. Daniels will put up a trophy of similar value, both to become the property of the winner, the preliminaries will be easy of arrangement, the race to be run within a reasonable time from the date of completion of the necessary details.

Official Mining Maps at THE COLONIST