

ok Uses Extracts.

DEFOWLER'S WILD STRAWBERRY

BABY WAS CURED.

DEAR SIR—I can highly recommend Dr. Fowler's Extract of Wild Strawberry. It cured my baby of diarrhea after all other means failed. It is a great relief. It is excellent for all bowel complaints.

MRS. CHAS. BOTT, Harlow, Ont.

THE HEAD MASTER

GENTLEMEN—I have found great satisfaction in the use of Dr. Fowler's Extract of Wild Strawberry. It is a great relief. It is excellent for all bowel complaints.

MRS. CHAS. BOTT, Harlow, Ont.

REV. W. H. EASTON, M.A.,

Principal

IMPORTANT AUCTION SALE

OF—

Valuable Real Estate

IN ALBERNI,

will be held at my Sale Rooms, 128 Government Street, on

Thursday, Sept. 11, at 8 p.m.

A valuable property will be sold without reserve. The property is situated between the two streets and is about five minutes' walk to the city. The Government wagon road through this property to the gold mines, makes it a most valuable property. The time and place two valuable Port Antonio in Malibu's addition, and two small lots facing the depot. This is guaranteed. Wm. A. Auker, Auctioneer.

W. J. W. MELLOR

in Oils, Wall Paper, Plaster, etc., Fort St., above Douglas, Seattle 17.

BIRTH.

On the 29th inst., to the wife of N. F. Haw, of this city, a son.

On the 28th inst., at the Dominion hotel, in this city, the 26th inst., the wife of Robt. Winter, of a daughter.

DIED.

On the 26th inst., at 94 Bay street, M. G. Gibson, aged 72 years, a native of Ontario, O. N. B.

On the 28th inst., at the Dominion hotel, in this city, the 26th inst., the wife of Robt. Winter, of a daughter.

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THE CANADIAN ROUTE.

Experience Pronounces the Stickeen and Teslin Lake Trail the Best.

What a Veteran Miner Has to Say in Regard to Its Advantages.

Kickers on the Bristol Set Sail—Carmody's Rough Taste of the Trail.

Duncan McKinnon, of Fort Wrangel, Alaska, has been in Victoria for a few days, principally to arrange for Mrs. McKinnon's stay here during the winter.

Mr. McKinnon is a Highlander, although an American citizen, but cannot get the British fair play and Highland regard for the same regularity that he acquired his daily portion of porridge.

Hence he has a supreme contempt for the lying and deception and petty tricks that have been resorted to at Seattle by its merchants and papers in their endeavor to secure the trade of their fellow Americans who are seeking to join the gold miners in the Canadian Yukon.

He has an especial aversion for the Post-Intelligencer, a reporter from which interviewed him, and so distorted his statements that Mr. McKinnon repudiated every word of the interview.

Mr. McKinnon was among the first gold miners who went into Cassiar, and is well acquainted with that extensive region. Since engaging in business in Wrangel he has had special facilities for learning everything concerning the region lying between the Stickeen and Teslin lake.

Although open to the accusation of advocating this route because of self-interest, he has substantial facts to present for the purpose of demonstrating that the Stickeen-Teslin route is the very best for reaching any point on the Yukon.

So far as British Columbia is concerned, Mr. McKinnon says it requires no further argument than a glance at the map to prove the value of this route. In the first place it is an all-Canadian route, free from any interference of United States customs.

In the next place navigation on the Stickeen and Hootian rivers takes a month earlier and closes a month later than on the Yukon at St. Michaels, while goods can be shipped in several months' time. Another reason is that once Teslin lake is reached it is all down stream to Dawson City.

A fourth reason in its favor over any other is that freight will cost less to transport by the Stickeen-Teslin. With a narrow gauge railway from the river to the lake freight from Victoria can be landed at Dawson City for five cents per pound, and pay a handsome profit to the carriers in ten or twelve days at the outside.

This route would make it possible to take in fresh vegetables, fruit and luxuries of any kind so much needed by the miners. Up to the present freight is the nearest approach to fresh vegetables that the miners in the Yukon have had, and a couple of factories have been started in San Francisco to make this Tonic delicacy.

There need never be any fear of a dearth of provisions in the Yukon when this route is opened, for supplies could be sent in to Dawson City in midwinter over the ice on the lake and river.

Mr. McKinnon is opposed to the building of a wagon road. There are long stretches between Stickeen river and Teslin lake where the road would pass through a heavy black forest, with no ballast to be had. His idea is to improve the present trail for pack animals, and to build a narrow gauge railway the earliest date possible.

A railway was provided for the spring rush. At a conservative estimate it would carry 25,000 passengers and 25,000 tons of freight, although double that number and a quantity would be nearer the mark. If a charge of two cents per pound was made for the freight, this would give a million dollars in revenue from that source. "Place the fare at \$40 per head and there is another million dollars. If such a means were provided for entraining the people, and all other routes would be abandoned.

With a first-class pack trail the great majority would prefer to enter the Yukon by the Stickeen. There would only be the packing between the Stickeen and Teslin that would be at all a hardship, and it would be a picnic in comparison with the difficulties of the Dyea or Skagway trails. Not only would it be the easiest way to the gold fields, but on the way, and lying to the east, is a large extent of territory within the auriferous belt, which may prove to be as rich as that already discovered. In fact, Mr. McKinnon remarked, there is not a single point of disadvantage in the Stickeen-Teslin route, while it possesses many very important points in its favor.

Mr. McKinnon is amazed at the apathy of Victoria merchants in this matter. He believes thoroughly in the maxim that "the low helps those who help themselves." They have within their reach the means whereby they can control the trade and the transportation of the Yukon, and it only requires an effort on their part to secure it. They will have strong opposition from Seattle and other points, for having so far had the lion's share of the Yukon trade on the Sound, they are greedy for more, and will make a strong fight to get it. Victorians will have to jump in and help them, for Seattle is not going to aid them.

There are plenty of sea-going steamers to run to Wrangel, but several light draft river steamers of large carrying capacity should be provided for the Stickeen and the upper Yukon. With these in operation, and a little business push, Mr. McKinnon remarked, Victorians will have all the trade they can attend to.

STILL DISSATISFIED.

Bristol Passengers Took Legal Advice Before Leaving Victoria for Yukon.

Though the assurance made on Monday by Secretary Van Nest of the "Grievance Committee" appointed by the passengers of the Bristol and Eugene for Dawson City, was sufficient to give rise to the belief that all friction between them and the companies interested was at an end, it may yet prove that such was not the case.

The committee, every member of which was apparently satisfied with the representations made to them by Messrs. Maguire and McFarlane on Sunday, may have found themselves compelled to adopt a somewhat different attitude by the pressure brought upon them by the "kickers" of the party, or it may be the case that the precautionary method only, the assistance of legal advice was sought.

However, the committee did take legal advice, and were cloistered for considerable time in the office of one of the leading lawyers of the city. The claim made that meals on the Yukon river had been promised to purchasers of tickets for Dawson City, was one of the points which could not be satisfactorily disposed of, and if common report is to be credited, it is more than possible that the Eugene Law, became sufficient to give legal proceedings when the arrives at Dawson City.

In a nutshell the case stands as follows: Some of the passengers of the Bristol, when they bought their tickets there were told that from the time they boarded the Bristol at Victoria, until they were landed at Dawson City, they could have no reason to expect any money at all, as meals and sleeping accommodation would be provided for the entire distance. It is necessary to state, however, that the passengers of the Bristol, when they boarded the Bristol at Victoria, until they were landed at Dawson City, they could have no reason to expect any money at all, as meals and sleeping accommodation would be provided for the entire distance.

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transferred, Engineer Jennings and his party having been already placed on board by the D.C.S. Greider. The Columbia will convey the parties to Telegraph Creek, at the head of steamboat navigation on the Stickeen, from which point they will make their way to the headwaters of the father of northern rivers via Teslin lake. This all-Canadian route appears to be the general favorite with oldtimers of the North, and by the time spring arrives it will quite probably be the most popular route of all.

Only one steamer sails to-day for the seaport of the White Pass, the City of Seattle calling this evening on route from Seattle. Her passenger and freight list will be largely increased by her call here.

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