

REPAIRS TO THE YUKON.

Suggested Route From Cook Inlet to a Point on the River.

NEEDED FOR ALASKA'S GROWTH

P. J. Stone, of This City, Writes an Able Letter to F. D. Schuyler From Circle City - Would Memorialize Congress in Behalf of the Construction - Mountains Insignificant - All in American Territory.

The importance of a railroad in developing the vast resources of Alaska, increasing the output of the mines, insuring an adequate food supply to the miners of the Yukon and, incidentally, helping to make the entire country tributary to the Queen City of Puget sound, is urged in a letter received in this city by Frank D. Schuyler from P. J. Stone, formerly a citizen of Seattle and prominently known throughout the state. The letter is dated Circle City, November 18, 1897, and is one of the most able and suggestive communications that has ever come out of the country. As a route he suggests from Prince William sound to some point on the Yukon, within American territory, and advises that the value of such a construction be immediately brought to the attention of congress by a memorial from the Chamber of Commerce. Mr. Stone is a man of undoubted integrity and is conservative in his statements. His extended experience in Alaska would qualify him as the ideal man to lead an exploration party over the proposed railroad route. He says:

Shortage of Food. "In fulfillment of a promise made to you I write to let you know my impressions in regard to this country, and also to let you know that I am still alive and in the best of health and am still of course expected to hear from you on the Yukon, and I would have been there now if I had not run short of provisions for the winter, especially flour. I could have got along with what I had, but I had some flour stolen from me on the route. At Dawson every one seemed to be short, and the claim owners would hire no one unless he had a full winter supply. As flour really sold for \$1.50 a pound, and I saw no certain way to make any money, I left. I stayed in Dawson until the middle of the winter, and then I took a good look over the country. I was on nearly all the creeks that showed good prospects, and now I think that what I told you is not far from correct, which is, that the creeks that had been struck would likely be the only ones to show much wealth. I am now well satisfied that you have never heard the best reports that you will ever hear from that quarter. You will also remember that I predicted that the next great strike would not be made there, but most likely hundreds of miles away. This prediction also seems likely to be fulfilled, as there has been a big strike made on the Chitna, about 140 miles west from here. And if the reports are not exaggerated, there will be another Klondike in that region. There seem to be only a few small strikes, but good quartz claims and large masses of native copper, and if no contradictory reports are received, it is likely that I will try my fortune out there.

Flocking to the Tanana.

"Some of the richest claim owners around here are now leaving for that locality, and seem full of hope and confidence. Wealth is getting in getting in supplies. A team of three dogs is worth \$1,000. On the whole, I think like this country, and I have a constant fear of starvation everything would be all right. I like to be in a country that is just developing, particularly one that I know contains the enormous wealth that this one does. I already feel more interested in this than in any other place that I have ever been. The wealth of this country is practically untouched; enough, however, is known to make it certain that by far the richest and most extensive gold fields in the world are right here. Munkok creek, 100 miles below, has proved rich, and good reports of several others come from its neighborhood. Between here and Forty-Mile there are no less than six or seven promising creeks that would have been worked on an extensive scale had it not been for the Klondike strike. The same may be said of all the tributaries of Birch river, to the west from here. It is no exaggeration to say that there are thousands of creeks that will pay \$10 a day to the shoveler, all of which could be profitably worked if provisions were plenty and wages a day instead of \$10, as at present.

A Railroad From Cook Inlet.

"What this country needs most is a railroad from some point on the Yukon in American territory, to Prince William sound, on Cook Inlet. Of course, I know nothing about the route, but I am sure that by such a railroad, or the engineering difficulties that have to be encountered, but I think that it might be safely presumed that they are not of a serious character. The mountains in the northern portion of the continent are not considered one of the world's great mountain ranges. The same may be said of the northern part of Asia and also of Europe, where I have traveled, and where the mountains and it would seem strange, indeed, if the country between here and Cook Inlet was an exception to every other part of the world in this high latitude. Besides, enough has been found out from actual observation to make it pretty certain that there are no serious difficulties. There is sufficient timber along the line for all the purposes of construction and operation, and the snowfall is not such as to seriously interfere with railroad traffic, and to my mind a railroad needed in this country more than was ever needed in the whole history of railroading throughout the world.

This Country Possesses an Abundance of What All the Rest of the World Needs.

"This country possesses an abundance of what all the rest of the world needs, and all the rest of the world possesses in abundance what the people are sorely in need of here, that is, something to eat. There never was a winter in this country when there was a sufficiency of food, and this winter promises to be at least 100 per cent. worse than any preceding one, and it is more than likely that next winter will be still worse in this respect.

Urges Immediate Action.

"From what I can learn it seems impossible that the supply of food can keep pace with the increase of population, and I cannot see how there can be any doubt but that a railroad over the route mentioned would be taxed to its full capacity, as the country produces nothing but gold, and all the necessary comforts and luxuries of life and everything else that may be wanted must come from without. One of the results of the construction of such a railroad would be an enormous increase in the production of gold. What the result of this would be I will have to leave to the learned political economists to consider, as its benefits would be too numerous and varied in this country to notice, but I will only mention that a congested labor market would be relieved by the profitable employment of some hundreds of thousands of men in gold mining, and the best market in the world opened up for the surplus products of the factories and farms, and not least among the benefits to be derived from a great increase in the production of gold would be

Direct to LAWSON'S.

Delivery guaranteed by first boat, about July 25. Storage at Seattle and Dawson FREE. Insurance free. Any amount of freight. Only established freight line. For rates, etc., call.

SEATTLE-YUKON TRANSPORTATION CO.

190-22 Columbia St., Near Depot.

that the history of Populism would be cut short by a number of years or decades, and W. H. H. First Hatch would be the end as well as the beginning of the struggle that was to place him at the head of the nation. The benefits that would come to Seattle from the construction of this railroad I need not mention, as your- selves have already had a taste and know what Alaska trade means for your city, and are better judges than I am of what the result would be if that trade was increased a hundred fold. It would simply make Seattle the largest and most important city on the coast. Now, my dear friend, I would like to have you get a move on and move in this matter at once, and bring it, if necessary, to the attention of the Chamber of Commerce, and send a memorial, if necessary, to congress setting forth the extreme importance of such a railroad and the relief it would afford to the suffering yet much deserving citizens of the republic who are now here; how many of them are suffering from humanity, and how much it will do toward solving the financial, social, economic and political questions that now vex the minds of its statesmen, and threaten the existence of this great republic. I have no pecuniary advantage in sight from this writing, I only wish to see Alaska prosper and our country and the whole country prosperous and happy, and in my humble judgment it is a more worthy and noble way to bring about this much to be desired result.

TESTIMONY IN THE TROY CASE.

Another Version of the Showing Made by Expert Young.

Special Dispatch to the Post-Intelligencer. Port Angeles, Jan. 24. In Sunday's issue of the Post-Intelligencer appears a communication from George C. Hatch, prosecuting attorney of Clallam county, in which the doctory warrior proceeds to "jerk up" his correspondence, and in his statements sent to the Post-Intelligencer relating to the Troy trial. Your correspondent now desires not only to reiterate every statement he has made in this matter, but to emphasize all that was said in the most positive language at his command. In my former dispatch I merely mentioned that Mr. Young had failed to account for eighteen galing errors there of a more serious nature considered at the trial. I felt some slight commiseration for the luckless expert when called on to face his record in a courtroom filled with spectators, many of whom had hitherto regarded him as but little inferior to a god, and to have his idol hurled from his lofty height was a heart-rending revelation. In view of all these circumstances I was inclined to throw the mantle of charity and Christian forbearance over the scene when I sent my dispatch, and said nothing of Mr. Young's dire confusion, trembling hands, flushed face, tremulous voice and incoherent attempt to explain the errors of his report. But, alas, he has unwisely forced his friend Hatch into print to bolster up his work, and it becomes my painful duty to reiterate his veracity as a correspondent, but to expose a contemptible attempt to mislead the public by a quibble and a half truth. In the beginning, will state your correspondent heard every word of the testimony in the Troy case, and consequently does not speak from hearsay, but from personal knowledge, and kept track of the testimony by making notes throughout the whole trial. Mr. Young was put on the stand by the prosecution on the first day of the trial, and on cross-examination he was handed the books of records and the two books containing the twenty-two items under consideration, and in eighteen of them he admitted them and there that the fees had been properly accounted for and entered of record by Mr. Troy. Just seven days after this incident Thomas Pennington was put on the stand in rebuttal to the claim of the defense that the report was mistaken as to these particular items, and the prosecution thus had one whole week to clear up the matter and show that the report was correct. Mr. Hatch, in his communication, says: "The state afterwards called Thomas Pennington, an accountant who assisted Young in the experting of the books, and who personally did check the items with the fee book, and he testified that each and every one of these items was correctly accounted for and entered of record once in each case, yet that each and every one of the alleged errors in the report was a double entry, and that for which Troy only charged himself once."

The quibbling and subterfuge of such a statement is woefully unbecoming of one of Mr. Hatch's standing and the dignity of an officer of the law. Mr. Hatch's version of the testimony stops just at the vital point, and he suppresses the essentially important ending of the testimony. At no time did Mr. Pennington testify that he was personally aware of any duplication of instruments. He did swear that he merely checked off the different items in the fee book as Col. Lyon read them from the record books. He was then asked if he knew positively of his own knowledge if any of the twenty-two items were duplicated, and he answered "no." The defense and the court then allowed him a full hour and a half to search the records to show a single instance among the twenty-two items where there was a duplication in the record book and only one entry in the fee book, and he failed absolutely to do it. The attempt to do so came to a most ludicrous ending. Mr. Hatch, Mr. Young and Mr. Pennington, in the time allowed them to bring on their proof, indulged in some wild hurrying and scurrying hither and thither and evoked what they evidently regarded a clincher, but they were routed in confusion in the final outcome. They attempted to show a duplication in record of a mining claim, but Mr. Pennington, on being asked to read out to the jury the "clincher," it turned out to be "water" claim filed by the same party on the same day. A suppressed item ran around the court room as the despicable attempt to run such a bluff on court and jury became apparent, and the prosecution made no further attempt to bolster up the mistakes of Expert Young's report.

Thus, after a whole week's time and by special indulgence of the court, the prosecution had every opportunity to prove the correctness of the report as to these items, and it failed to do it, and no amount of sophistry or suppression by Young's friend, Mr. Hatch, can alter the facts as they came out on the trial. And if Mr. Hatch wants further proof I can furnish him the short-hand report of Pennington's testimony and the testimony of any number of people who heard Mr. Pennington give evidence.

HORACE WHITE.

DANGEROUS TO TAKE AN UNTRIED ARTICLE.

Your Life May Depend on Your Outfit. Beware of imitations. They will not keep, and it cost one New York firm \$50,000 to find it out before they again returned to

Advertisement for Lamont's Improved Crystallized Egg. Features include: No Breaking, No Bad Eggs, No Shells, No Waste, Simply Fresh Eggs, No Peeling, No Shelling, No Washing, No Boiling, No Cracking, No Spoiling, No Spoilage, No Spoilage, No Spoilage. Includes an illustration of a woman holding a basket of eggs.

Infringements Will Be Prosecuted and Full Accounting Demanded.

Used It Twenty Years Ago.

MR. C. FRED LA MONT, Seattle, Wash., Jan. 23, 1898. Dear Sir: I have called several times and tested your omelettes, etc., and am more than pleased with them. In fact, about twenty years ago, in 1877, in crossing the Atlantic on the steamship "Agassiz" of the American Line, on its Paris Exposition run, I used Lamont's brand of Crystallized Eggs, serving to the passengers and crew omelettes, custards, scrambled eggs, cakes, etc., made with your eggs, and all agreed in pronouncing them equal to the best fresh shell eggs in every respect. We were so perfectly satisfied with them that we had no use for any other eggs. I was steward of the ship. I was very glad to find them here again, as I am going with a party to Dyea to open a boarding house, and have bought a good lot to take with us, knowing from experience that they will prove the most valuable part of our stores. I shall use eggs in no other form while there, and you will receive orders from time to time as we require them. You are at liberty to refer anyone to me at any time. Sincerely Yours, JOHN S. COLUMBUS, Ex-Steward American Line Steamships.

Advance sales for this year over 100,000 pounds, or 400,000 dozen eggs.

Directions—One tablespoonful of egg and two of water, one egg and four of water, two eggs, and in like proportion for any number of eggs required.

ASK YOUR OUTFITTER FOR IT. LOOK FOR LA MONT'S. Come now, on Klondike stoves in every way that an egg may be served.

C. FRED LA MONT, 6 Colman Block.

THE KLONDIKE NUGGET.

Published at Dawson City, N. W. T. Issued Weekly. ZACH F. HICKMAN, Manager. Thos. J. Church, Sole Advertising and Circulation Agent.

Feed to Greely at the North Pole.

Messrs. Whetlock & Slover, ship chandlers, of New York, say: "Sent them around the world several times. Always give satisfaction. Increased orders have always followed."

THE D. F. BREMNER BAKING CO., Office and Factory, 75-78-80 O'Brien St., Chicago.

C. FRED LA MONT, New York City.

Dear Sir: We have used your Crystallized Egg for several years and can recommend it to anyone as a first-class article, equal in every respect to fresh eggs. It is all you claim for. Respectfully, D. F. BREMNER BAKING CO., Now of American Biscuit & Mfg. Co., Brooklyn, N. Y., Dec. 13, 1897.

MR. LA MONT.

Dear Sir: Mr. Markell called on time stated and tests were made with very flattering results. I scrambled the eggs and gave him other proofs of their quality; also made a most elegant custard pie, and sent it to his home in New York City; also have used the eggs for omelettes for Mr. Van Cleef and family, and he pronounces them gilt edge. I remain yours very truly, B. F. GERMAIN, Chef Chamberlain's Washington Special Service to President Cleveland.

Sales to South African mines, 1896, 2,800 pounds; 1897, 69,000 pounds.

English government, after most thorough tests, reports them all that is claimed in every row of a tin, unless them on supply list. Used in 1891, 900 pounds. In 1897, 22,000 pounds.

Directions—One tablespoonful of egg and two of water, one egg and four of water, two eggs, and in like proportion for any number of eggs required.

ASK YOUR OUTFITTER FOR IT. LOOK FOR LA MONT'S. Come now, on Klondike stoves in every way that an egg may be served.

C. FRED LA MONT, 6 Colman Block.

Z. G. MILES CO., 122 Yesler Way.

GUARDING AGAINST WRECKS.

Inspection of Alaskan Vessels Prosecuted With Vigilance.

CAPT. W. J. BRYANT'S VIEWS.

More Inspectors for This District Are Required, Owing to the Press of Work—Big Increase in the Merchant Marine of the North Pacific Coast—Relief to Be Asked From the Authorities in Washington.

No single matter in connection with the handling of the rush of fortune hunters to the gold fields of the north demands more thoughtful consideration and has received more careful study on the part of those charged with authority and responsibility than that of proper inspection of steam and sailing craft which will be pressed into service in the Alaskan trade. The Post-Intelligencer has several times noted the shortage of available tonnage on the Pacific coast. The demand for steamers for the Alaskan routes so reduced the number of colliers on the coast as to seriously threaten for a time a coal famine in San Francisco, which draws almost its entire supply of the carbon product from the Sound. The managers of the various transportation lines on the Pacific coast have drawn on the Atlantic coast for disengaged steamers. Various sailing vessels have been either purchased or chartered for use between Seattle and Alaskan points, to be towed north loaded with freight and live stock. With all these vessels added to the merchant fleet of the North Pacific coast, the weight of labor and responsibility borne by the board of inspectors, Capt. W. J. Bryant and Mr. C. C. Cherry, has greatly increased. It is contended that it would be strange if some of those who have embarked in the Alaska transportation business did not overlook, in their desire to reap a harvest from the Klondike trade, the weaknesses or defects of some of their vessels for carrying freight and passengers to the North. For this reason Capt. Bryant and Mr. Cherry have found it necessary to increase their vigilance and the strictness of their rules, leaving no loopholes through which an unsound craft could enter the coast trade. With ever increasing numbers of vessels offered for the Alaskan trade requiring inspection, Capt. Bryant and Mr. Cherry have found themselves in a position where assistance will soon be urgently required. They have determined to bring the matter to the attention of the supervising inspector general, James A. Dumont, at Washington. Gen. Dumont was in Seattle last fall and, after making an examination of affairs in this district, he complimented inspectors Bryant and Cherry. Gen. Dumont was then informed of the expedited rush of people to the Northern coast, by way of Seattle and it was pointed out to him that the fleet in these waters would in all probability be augmented by the addition of large numbers of steam and sailing vessels from various parts of the country. Said Capt. Bryant yesterday: "You can

say that the policy pursued by myself and Mr. Cherry will be strict and exacting, but within the bounds of reason. We fully realize the fact that the present is an unusual condition, and that only by the greatest diligence and exercise of unremitting caution can people be prevented from embarking on ships that are not fit for a voyage between the Sound and Alaska. We have had applications from some of the ships that are being towed to and from Dyea and Seattle, for permits to carry passengers. In all such cases we have refused to grant them permits. In a storm, a craft in tow of a tug, unless equipped with sails and properly manned would be helpless, should the tow line break. The traveling public is entitled to protection in this matter. The board will make it an unvarying rule to require the owners or managers of steamers sailing to the North to comply strictly with the letter of the law as to accommodations and space for passengers. There will be no overcrowding."

Thankful!

An Ohio Man Loses His Desire for Tobacco.

Bellevue, Ohio, Aug. 9, 1897. Eureka Chemical & Mfg. Co., La Crosse, Wis. Dear Sir: I have used Baco-Curo and am absolutely cured of chewing tobacco. I have not taken a chew for over a month and I have no desire for tobacco. I am making it my business to tell every chewer how he can be cured from this habit. If there is anything I can do for you, gentlemen, please let me know. Box 307. Yours truly, E. M. HAZELL.

The wonderful part of a cure from BACO-CURO is that it removes every trace of nicotine in the system, leaving it as free from the narcotic as it was before the first smoke or chew. Write for facts. We give a written guarantee to cure permanently any case with three boxes or refund the money. \$50. or \$1 a box, three boxes guaranteed cure! \$2.50. Druggists everywhere, or EUREKA CHEMICAL AND MFG. CO., LA CROSSE, WIS.

Redington & Co., General Distributors.

Winship Bros. Co. Inc. GROCERS, 920-922 Western Avenue, Cor. Madison St. Tel. Main 308.

STEAMBOAT MACHINERY

Suitable for YUKON RIVER

Complete outfits of machinery in perfect order. Boilers 70,000 lbs tensile strength. High steam pressure allowed by government inspectors. Address M. FURUYA & CO., 303 Yesler Way and 902 Second Avenue.

La Crosse Mississippi River Towing Co., LA CROSSE, WIS.

KLONDIKE BOOKS

We are headquarters for Guide Books, Maps and Charts, Mining Books, Compasses, Gold Bags and Belts, Snow Glasses, Thermometers, etc.

LOWMAN & MANFORD & P. CO. 65 First Ave. (Pioneer Place.)

KLONDIKE KODAKS AND SUPPLIES.

Washington Dental and Photographic Supply Co. 211 Columbia St., Opposite Post Office.

EYE FOOD

OUR eye lotion acts as a TONIC. Cures weak, sore and inflamed eyes. Makes them strong. Prevents SNOW BLINDNESS. Indispensable to KLONDIKERS. A prescription of a SCIENTIFIC CERTAIN. Ask your druggist for it. Price, 25 cents. By mail, 50 cents. Write to Oculist Optician, Oregonian building, Portland, Oregon.

HO! FOR THE KLONDIKE.

But don't go until you have seen the

Stock of

The Seattle Clothing Co.

AMERICAN OUTFITTERS, 119 Second Avenue and 117-119 Columbia Street.

THE LARGEST IN THE CITY.

THE SEATTLE POST-INTELLIGENCER, THURSDAY, JANUARY 27, 1898.

Advertisement for Alaska Footwear. Includes an illustration of a boot and text: "Great Bargain! Alaska Footwear. CALL AND GET OUR PRICES. IT WILL PAY YOU. We Are Agents for the Celebrated A. A. CUTLER Boots and Shoes."

TREEN SHOE CO.

707 FIRST AVENUE.

Risdon Iron Works, MANUFACTURERS OF GOLD DREDGING MACHINERY FOR YUKON AND KLONDIKE.

Our Mining River Dredge is just the thing for placer mining in Alaska. It is ped knocked down and, if covered, can be in running order. We also manufacture all kinds of Stern-wheel Boats, Mining and Drift Machinery, Engines and Boilers, Patent Hydraulic Elevators and Hoists, and all kinds of Water Wheels and Riveted Pipe.

Office and Works: Howard and Beale Sts., San Francisco, Cal.

WINCHESTER REPEATING ARMS CO.

The Watchdog for The Klondiker. It bites when it barks. It will protect your claim and supply you with food. Send name and address on a postal card for 148-page illustrated catalogue. It is free.

WINCHESTER REPEATING ARMS CO., NEW HAVEN, CONN. 418 Market St., San Francisco, Cal.

KLONDIKE OUTFITS.

CLOTHING AND SUPPLIES OF EVERY DESCRIPTION. Demonstrators at work. See it cooked.

Not the cheapest, but only the very best goods at very low prices.

NATIVE ALASKA DOGS FOR SALE.

THE MACDOUGALL & SOUTHWICK CO.

No Klondike Outfit Is Complete

WITHOUT Some of the Celebrated Washington Mills SELF-RISING FLOUR

Several Car Loads Just Received.

LILLY, BOGARDUS & CO., Inc., City Dept.

THE VULCAN IRON WORKS CO., Seattle, Wash.

Moran Bros. Company. SHIPBUILDERS

Yukon River Steamers

A Hot Thing for Klondikers. Punks to keep hands and feet warm. They will burn in small tin cans. Packages of 10, 50 and 100 cents.

M. FURUYA & CO., 303 Yesler Way and 902 Second Avenue.

KLONDIKE SAWMILLS

Engines, Boilers, Centrifugal and Bucket DREDGE

For the Yukon and tributaries. FROST EXTRACTORS

Mitchell, Lewis & Stewart, 208-310 First Av. South.

FOR SALE

Sloop Yacht "NEPTUNE" FRED E. SANDERSON, Yesler Way and 1st Ave.

Advertisement forENAMELWARE. The Modern Stove Polish. Produces a JET BLACK enamel gloss. Dustless, Odorless, Labor Saving. 5 and 10 cent boxes. Try it on your Cycle Chain. J. L. PRESCOTT & CO., NEW YORK.