

SEATTLE, WASHINGTON, TUESDAY, FEBRUARY 8, 1898.

1864. Dangerous to Take an Untried Article. 1897.

Your Life May Depend on Your Outfit.

Beware of Imitations. They Will Not Keep, and it Cost One New York Firm \$60,000 to Find it Out Before They Again Returned to



LOOK FOR THIS LABEL.

NONE SOLD IN BULK.

INFRINGEMENTS WILL BE PROSECUTED AND FULL ACCOUNTING DEMANDED.

Dishonest Articles, Like Dishonest Men, Seek to Trade On and Under the Name and Reputation of Honest Men and Honest Articles, Therefore Many Attempts Have Been Made to Rob Us of Our Trade-Mark, "CRYSTALLIZED EGG." Deal Only With Honest Outfitters.

Sales to South African Mines, 1896, 2,800 Pounds; 1897, 50,000 Pounds. Advance Sales for This Year Over 100,000 Pounds, or 400,000 Dozen Eggs.

Set Me Down as a Business Liar and Look Up the References of My Goods.

FED TO GREELY AT THE NORTH POLE.

Used It Thirty Years Ago.

Seattle, Wash., Jan. 25, 1898. Dear Sir: I have called several times and tested your omelettes, etc., and am more than pleased with them. In fact about thirty years ago, in crossing the Atlantic on the steamship "Agno," 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.

The Klondike Nugget.

Published at Dawson City, N. W. T., bound Weekly. Branch Office, Seattle, Wash. Thomas J. Church, Sole Advertising and Circulation Agent. January, '98. C. Fred LaMont, City, Manufacturer, 6 Colman Bldg.

Seattle, Washington, February 1, '98. Dear Sir: After having tested LaMont's Improved Crystallized Eggs, which were served to me in quite a number of various ways by your chief demonstrator, T. Firth, we take great pleasure in informing you that in our estimation they are equally as good and taste the same as fresh shell eggs. We have decided to make them a part of our stock, and will cheerfully recommend them to others.

- THE CONNECTICUT & ALASKA MINING & TRADING COMPANY. Schooner "MOONLIGHT." (Signed by) D. T. Murphy, Bernard Gustaf, Dr. Koerlight, William Williams, Harry E. F. King, Wesley Jones, Charles Butts, H. H. Sweet, James Hall, Charles B. Smith, Richard Voight, James Alstrom, Frank W. Hoyt, T. O. Rogers, Daniel O'Connell, Valentine Friskie, C. A. Margeson, Adolph Oberfeld, John Fatta, Charles Preisker, Stanley W. Gardiner, James Simpson, Henry Kitcher, Lindsey Stead, N. D. Benedict, S. J. Cone, W. H. Lawrence, William Brock, Joseph Lawson, Emanuel J. Moyes, I. C. Allen, Philip Stead, L. D. How, Fred Gitzner.

When once you have left this city you will be practically without remedy and should guard against imposition. Our reputation is of 30 years' standing.

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

Ask Your Outfitter for It. Look for LaMont's. Come now. Demonstrators at work. See it cooked on Klondike Stoves in every way that an Egg may be served.

For Circulars, etc., Address Demonstrations Daily at

C. Fred LaMont, 6 Colman Bldg. Manufacturer. Z. C. MILES CO., 122 Yesler Way. LOUHN, AUGUSTINE & CO., 515 and 817 First Ave. CONNER BROS., 720 Second Avenue.

NEITHER SIDE SATISFIED.

JURY GIVES A LAND COMPANY DAMAGES FOR CANAL PROPERTY.

Company Demanded Over Sixty Thousand, County Wanted to Pay But Four Thousand, and the Jury Compromised on Nine Thousand.

A jury in the superior court yesterday brought in a verdict in favor of the Smith Cove Land and Improvement company for \$9,625 for damages resulting from the appropriation of land for the construction of the North canal.

This is by long odds the most important of the cases to be tried under the canal condemnation proceedings. The defendant, owner of the land in question, demanded \$60,500 for the land taken and damages that would be done to other land by the building of the canal. The county offered to pay the defendant \$4,500 in full settlement of the claim, but the offer was refused.

One thing has been made very plain by the verdict and by the testimony offered in the case under discussion, and that is that there is a wide divergence of opinion between the representatives of the county and those of the land owners concerning the value of the land selected by the condemnation suits. For instance, City Engineer Thomson, one of the chief witnesses for the defendant, swore that the land to be appropriated for right-of-way for the canal was worth, at a fair and reasonable valuation, \$3,000 per acre. The land involved in this suit is perhaps the most valuable property affected by the condemnation proceedings. Eight and one-half acres are required for the right-of-way and in addition a tract aggregating a trifle over twenty acres and 100 lots will be submerged when the canal is built.

The one hundred lots are covered by the right-of-way occupied by the Seattle & International and Seattle & Montana railways. When suit in condemnation was instituted by the county, the Smith Cove Land and Improvement Company, through its attorneys, demanded damages in the sum of \$60,500.

The claim was stubbornly fought by Prosecuting Attorney McElroy and Deputy John B. Hart. The county officials put it on the ground that if every claimant under the condemnation suits was to assess his damages as did the Smith Cove Land Company, the county would be called on ultimately to put up an enormous sum for damages.

George Donnell, attorney for the land company, and in none of the condemnation suits that have been tried heretofore has there been such a display of aggressiveness on both sides as in the present case. The county's legal representatives arraigned the testimony of City Engineer Thomson, declaring that a valuation of \$3,000 per acre was out of all proportion to the real worth of the property.

The amount of the verdict is less than one-sixth the sum demanded by the land owners, and is twice what the county offered to pay. It is therefore satisfactory to neither side of the parties at interest, and in all probability an appeal will be taken.

New Suits Filed. The following new suits were filed in the superior court yesterday: Seattle-American Mortgage Company vs. B. H. Riggs and George Donnell, \$3,000, and foreclosure of mortgaged premises.

Seattle, Wash., Feb. 5, 1898. To the Editor: In your very valuable paper of March 8, 1897, appeared the following item:

"A WAIF CLAIMED." "Editor Post-Intelligencer: Here is a clipping which appears in your Sunday morning paper of March 6 and is credited to the 'Star'."

"WOMAN'S SPHERE." "As though it had a limit! There is a place in earth or heaven. There's not a task to mankind given. There's not a blessing on a rose. There's not a whisper 'reef' or 'no.' There's not a life, or death, or birth. There's not a feather's weight of worth. Without a woman in it."

"The first term of court in this district, after the act of the legislature, granting to woman the right of suffrage, there were quite a number of ladies doing jury duty."

"One of them in particular, as I remember an elderly lady, desired the autographs of the members of the bar, as keepsakes of the occasion. Among the many autographs which this lady received, was this little verse, above referred to. It was an original production by the attorney whose name was signed under it, and since it has been favored by publication in the New Northwest, Waterfront Review, New York Ledger, Post-Intelligencer, and perhaps other equally prominent journals that have not fallen under my notice, I need not feel ashamed to acknowledge that it is his author."

"I do not remember the name of the lady for whom it was written, but I have written me an autograph in the album of a lady jury."

"Seattle, March 1, 1898. In the Ladies' Home Journal of February, 1897, on page 24, in the column headed 'Side Talks With Girls,' it is to be found the following:

"WOMAN'S SPHERE." "The verse by the late Kate Field, and runs as follows: 'There's talk about a woman's sphere. As though it had a limit! There's not a place in earth or heaven. There's not a task to mankind given. There's not a blessing on a rose. There's not a whisper 'reef' or 'no.' There's not a life, or death, or birth. There's not a feather's weight of worth. Without a woman in it.'"

"New. Mr. Editor, there is no resemblance between the late Kate Field and our good citizen, C. E. Bowman. It cannot therefore be a case of mistaken identity. It might be a case of great minds running in the same channel."

"If you are possessed in any degree with any of the subtle qualifications of Sherlock Holmes, will you have the kindness to give your opinion concerning this mystery. LOTS WIFE."

POOR PHASE WEATHER. Rainfall of Past Two Days: Some Good Excesses. February has started to break its own record for rainfall and to break its own record for the number of rainy days. It has reached two-thirds of the average for the entire month. At the United States weather bureau it was reported last evening that since the inception of records of February morning, which developed during the

day and evening into a steady downpour, up to 5 o'clock yesterday the fall was 2.5 inches. For the first twenty-four hours of the present storm the precipitation was 1.17 inches.

The outlook for the next twenty-four hours is not encouraging for those who had planned picnic parties.

GOOD-BY TO PORTLAND. Big Firm of Manufacturers Comes to Seattle to Locate.

Coopey & Malcolm manufacturing planters, is the latest firm to recognize the advantages of being located in the city that does fully nine-tenths of the Klondike trade. For six years their large factory, employing at times 150 people, has been located at Portland. Last week they removed their entire plant to this city, and today will commence raising their new factory in the Arlington block. This move was made only after thoroughly investigating Tacoma, Victoria and other cities that lay claims to doing Klondike business.

Coopey & Malcolm have for years been the largest manufacturers of clothing north of San Francisco. Their factory in this city has twenty-eight sewing machines, two buttonhole machines, besides complicated machines used in uniform making. The machines are run by electricity and have a capacity of a large number of full suits each day. They can compete with Eastern manufacturers as shown by several large competition orders they have secured, notably that of supplying the Oregon National Guard with uniforms. The Seattle factory will make a specialty of Klondike goods for the local trade. The fact that a factory is running in this city will enable the merchants to do business on smaller stocks.

Mr. Charles Coopey, senior member of the firm, said yesterday to a Post-Intelligencer reporter: "We were not satisfied with the outfitting business the Portland merchants were doing, and about a month ago decided to move our factory up north. I visited all the large seaboard towns, and Seattle's advantages, together with the progressive spirit of the merchants, left no doubt in my mind that this was the best place to locate our factory. Accordingly we moved up last week and will commence on our first big Seattle order tomorrow. In a very short time we will be running full force and will employ not less than 100 men and women. We intend adding to our factory by putting in a plant for water-repelling clothing. This is done after a process used in the English army, and makes any kind of cloth as water-proof as mackintosh goods."

PORT WARDEN'S REPORT.

Total Registered Net Tonnage for January, 49,957.

Amas Brown's report for the month of January as port warden shows the following items: Number of deep water steamers arrived, 40; deep water sailing vessels, 14; total, 54; total registered net tonnage, 49,957.

Number of deep water vessels departed, 56, of which 23 were steamers and 33 sail, with total registered net tonnage 55,772. Tons of merchandise received from coastwise ports, 4,257; shipped to coastwise ports, 7,772.

Tons of coal shipped to coastwise ports, 21,929; value, \$107,829. Feet of lumber shipped to coastwise ports, 2,169,390; value, \$19,521; number of shingles, 70,000; value, \$105; tons of wheat, 22; value, \$7,287.

Tons of merchandise received from foreign ports, 1,700; shipped to foreign ports, 2,200. Of the latter there were 5,523 barrels of flour, 6,377 tons of wheat, 2,148,150 feet of lumber, 290 tons of coal. Total value of exports, \$148,822.33; total value of imports, \$509,252.20; grand total, \$648,074.53.

Office receipts, \$142.60.

REAL ESTATE TRANSFERS.

Transactions Since January 1 and to Yesterday.

Real estate transactions since January 1, 1898, are \$24,652.08. There were filed for record yesterday nine deeds, aggregating \$16,673. Following is a list:

A. S. Grant and wife to M. D. Haynes, lot 8, blk 20, Renton add, \$50. M. P. Benton and wife to I. G. Benton, lot 1, blk 20, Renton add, \$50. B. C. Washington add, \$500.

M. D. Haynes and wife to I. G. Benton, lot 1, blk 20, Renton add, \$50. Carrie P. Compton and husband to H. F. Compton, lot 4, blk 48, Bell's 3d add, \$1. Bloomquist and wife to J. J. Baker, lot 1, blk 9, Bell's 2d add, \$50. G. H. King, as receiver, to C. J. Eggert, lots 4, 5 and 6, blk 324, Seattle Tide Lands, \$1. H. W. Markey and wife to J. J. Baker, 2d add, and lot B, blk 11, Washington Central Improvement Company's add to Kent, \$1.

Sherry to German Savings and Loan Society, lots 10 and 11, blk 43, Denny's plat, \$750.

Passenger Train Movements.

West-bound passenger trains arriving in Seattle yesterday were all delayed, and schedules and time tables were worthless property. The wreckage at Lake station, on the Northern Pacific, was built around by temporary work and the trains crossed the route without transferring passengers or mails. Sunday's train reached the city about 5 o'clock, and the train due at 12:05 yesterday afternoon was reported as arriving at 9:15 o'clock last evening. The Great Northern due at 10:30 yesterday morning did not get in until 10 o'clock last night.

It is believed that today the trains will move regularly.

Pay Twenty Cents.

F. H. Oswood, manager of the Seattle & Rainier Beach railway, writes to the Post-Intelligencer under date of February 5 as follows: "In today's paper, referring to the article upon pay of motormen and conductors under the head of 'What Other Roads Pay,' you state that that Rainier Heights, Lake Washington, Broadway and Beacon Hill electric roads pay but 18 cents per hour. As our road, the Seattle & Rainier Beach railway, may be considered to come under the head of Lake Washington roads, I wish to ask you to correct the statement. We have always paid our motormen and conductors 20 cents per hour."

BARK Enoch Talbot is loading at Central dock at Dyer and Skene ways. Space for a limited amount of horses and merchandise. Apply Central dock.

The Doctor's Degree.

Harper's Weekly writes to the Post-Intelligencer at Galeburg, Ill., has made Dr. Nansen an LL. D. Perhaps it stands in his case for doctor of latitude and longitude; but anyway, it is well earned and becomes its recipient.

IOWA Iron Works Limited, Dubuque Ia., build the best machinery for river steamers and make a specialty of building sectional steel hulls, which can be easily shipped and quickly bolted together; also builders of all kinds of marine machinery and boilers. Represented by F. A. Hill, with Hibbard & Norton Co., Yesler dock, Seattle.

Chamberlain's Cough Remedy

is a medicine of great worth and merit. Try it when you have a cough or cold and you are certain to be pleased with the quick relief which it affords. It is pleasant to take and can always be depended upon.

ANOTHER PIONEER DEAD.

MRS. HULDA YOUNG PASSES AWAY AT THE OLD HOMESTEAD.

When Seattle Was a Village She Was a Social Leader, and Old-Timers Recall With Pleasure Many Entertainments Given at Her Home.

Mrs. Hulda A. Young, wife of A. B. Young, who is one of the oldest pioneers on the Pacific coast, died yesterday morning at 9:40 o'clock at the old homestead, corner of Fourth avenue and Marion street, of heart failure, aged 72 years.

Mrs. Young had lived in the house where her death took place exactly thirty years, and there is not a man or woman who lived in Seattle when it was a village that does not recall the many pleasant gatherings at her home. She was a general favorite with all and was always happy when making others happy.

Mrs. Young was born in Charlotte, Me., May 21, 1826. Her maiden name was Hulda A. Tarbell. She was the daughter of Joseph and Mary E. Tarbell. The Tarbell family is well known in the old state of Maine. January 13, 1850, Miss Tarbell was married at Charlotte to A. B. Young, Mr. Young had just returned from a trip to California. He was one of the first pioneers of California, having reached there in 1846, three years before the great rush to the gold fields.

Mrs. Young came to the Pacific coast in 1850, settling at Seaback, on Hood canal, where her husband was connected with the Washington Mill Company. A year and a half later she came to Seattle, where she moved to Port Madison, where Mr. Young worked for the Port Madison Mill Company. In 1888 they moved to Seattle and built a home at what is now the southeast corner of Broadway and Fourth avenue. At that time Fourth avenue was practically a wilderness and to reach it one followed a path instead of a street.

Mrs. Young was naturally of a bright, cheerful disposition, and soon became a general favorite with the people of the village. She was an especial favorite with the young people and they made her home headquarters for merry-making.

Even when she reached the shadow of life she retained interest in social gatherings and took pleasure in having others enjoy themselves. She commenced failing a year or so ago, but her last illness came back to December, since which time the end approached steadily. It was a gradual breaking down. She died yesterday morning at 9:40 o'clock surrounded by her family.

Mrs. Young leaves a husband, A. B. Young, who is among the best known men on Puget sound, and three sons, Horace H. of Seattle; A. M. Young, of Seattle, and Jesse O. Young, of Honolulu.

Mrs. Young was a member of the Plymouth Congregational church and the Ladies' Relief Society.

L. S. J. HUNT IN KOREA.

American's Extensive Concession—Rich Placers but Partially Worked. St. Louis Globe-Democrat.

Korea is going to make a more important position among nations as a gold producer. An American, James R. Morse, has obtained a concession for a large tract of land in the Korean peninsula. The concession is for a period of twenty-five years, and is liberal, including the right to mine any other minerals found in the district. Mr. Morse has granted a sub-concession to another American, Lehigh Hunt, who has succeeded in interesting American capital to such an extent that the sub-company is about to discard the obsolete and unsatisfactory mill sent to the Korean government ten years ago by a San Francisco firm, and will shortly install in its place a modern and carefully selected mill of forty stamps. The Korean miners are said to be entirely satisfied. They are patient, strong, enduring and easy to deal with. Their wages are about 40 cents per day in silver, equal to about 20 cents in gold, and the supply is ample. The company is on good terms with the people, and all property are perfectly safe at the mines.

The placers have been well worked over upon the surface, but the natives have not been able to get down very deep, and had rock in the way. The Korean method of working the quartz veins is to chip out the gold bearing rock with their soft iron tools as much as possible, after which they fill the hole with dynamite, and when the rock is as hot as it can be made, they pour in water, which cracks the surface so that they can chip it off. The ore thus obtained is then crushed on a flat rock by huge stone rollers, worked by many men with poles. Water is the worst obstacle the native miners have to contend against, since their only way of emptying a shaft is by boiling it out with gourd, which are filled and lowered down by hand. When permanent water is reached the shaft has to be abandoned, and as the veins, usually grow richer as this condition is approached, the natives declare that if they had some means of getting rid of water they would be satisfied.

"The Germans," the consul general writes, "have obtained a mining concession for a small portion of the district adjoining the concession held by our people. The terms of the German concession were made as nearly like those of the American as the Korean government would allow. This property is soon to be developed, I am told. The concession for a railroad from Seoul to the northwest border, granted to a French syndicate, gives them the right to open certain mines as well, and as it is generally known that Russia is interested in this proposed railroad, it is pretty sure to be built. The road will be something under 500 miles in length, and will run through this whole mining region, which lies on the line between Seoul and the border city of Waijin, where the proposed railroad will connect with those about to be built in Manchuria. These, with the American railroad now being built between the capital, Seoul, and its port, Chemoo, will give Korea and its chief port, and capital, as well as these mining regions, direct connection with Europe."

WILL REMOVE MARCH 1. 231 First avenue south. Stock and fixtures at cost for 30 days. F. A. BUCK & CO., Wholesale Wines and Liquors, 16 West Yesler way.

DON'T buy some brand of condensed milk that has been on the shelves for months when you can get the "Washington" brand for less money and have it fresh.

DR. J. B. LOUGHRY, 1515 Yesler building. Special attention given diseases of brain and nervous system.

ELEGANT offices for rent low. Sullivan building.