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THE SAN JUAN COUNTY BANK FRIDAY HARBOR, WASHINGTON

DOODLE CROWDS THE FLYER OUT

Cuts Fare Between East Sound and Bellingham to 10 cents to Force Flyer to Quit--Other Launches Involved

The Bellingham American of April 27 says: "A launch war involving the entire mosquito passenger fleet operating in north Puget Sound was started yesterday morning at East Sound by the launch Yankee Doodle, which is plying between Friday Harbor, Bellingham and way points. The Yankee Doodle in her attempt to force the Island Flyer from the East Sound-Bellingham run cut the rate from this city to East Sound to ten cents. This had immediate results. Taking advantage of the cheap rates, the islanders flocked to the Yankee Doodle and that craft came into port this morning with a heavy list of passengers, while the Island Flyer had but few.

Captain Kasch, of the Yankee Doodle states that he reduced the fare to prevent the Island Flyer from cutting the heart out of his run. The Island Flyer formerly took the same route as the Yankee Doodle, but as the latter launch was much faster she was forced to cut down her run in order to reach way points between East Sound and this city ahead of the Yankee Doodle. The Island Flyer does not go farther than East Sound and is therefore capable of making better time on this run than the Yankee Doodle, which makes the long run between Friday Harbor and Bellingham.

Captain Kasch did not cut the rate between the island capital and this city and the fare still remains at \$1.25. However, with a ten cent rate between East Sound and Bellingham the Island Flyer will not be able to make expenses and will either have to quit the run or take the same route as the Yankee Doodle. By stopping at East Sound over night the Island Flyer is able to land passengers in this city about an hour earlier in the morning than the Yankee Doodle and as she does not have the distance to go, she leaves Bellingham in the afternoon for the islands about four o'clock which gives better trade advantages to the islanders living between here and East Sound. In order to make her regular run the Yankee Doodle is forced to leave Bellingham earlier in the afternoon and she does not arrive as early in the morning.

Captain Blackwood, owner of the Island Flyer, states that he will not cut the rate between here and East Sound to agree with the schedule posted by the Yankee Doodle. He states that he is on the run to stay and can afford to lose money with the other fellow.

Captain Andrew Newhall, owner of the Buckeye and Islander, will also join in the war. He intends to place the Buckeye on the Friday Harbor-Bellingham run Saturday. The Buckeye cannot enter into competition with the gasoline launches, as she lacks the speed, but Captain Newhall intends to put on a launch to run between East and West Sound, Lopez and Port Stanley to make connections at Olga with the Buckeye coming to Bellingham. The new launch will proceed to Anacortes and will have a separate run, calling at Decatur and Blakeley Island before reaching the Fidalgo island city. Returning to the islands the Buckeye will again meet the launch coming from Anacortes at Olga, and after the passengers are transferred, the launch will proceed to East and West Sound, and the Buckeye to Friday Harbor.

Captain Newhall and Captain Kasch were unable to reach an agreement as to the route of the new launch, and more trouble is expected later. Captain Newhall insists that the Yankee Doodle change her present run and ply between Anacortes and the islands, making connections with the Buckeye at Olga. Captain Kasch will not agree to this proposition, as he believes the Friday Harbor-Bellingham run to be the best.

The new launch, the name of which has not yet been learned, on the Anacortes island run will invade the territory of the launch Concordia, plying between Anacortes and Friday Harbor, which will prompt more rate cutting.

Another country was heard from this morning when the N. & S. Boat Building Company, of Seattle, announced that they will invade the Anacortes-Bellingham run in competition with the launch Falcon, owned

New Rules Governing Motor Boat Equipment

Under date of March 25, the Department of Commerce and Labor has issued a circular to collectors of customs and others concerned, which says:

"The Department has received inquiries as to the equipment required by the act of June 7, 1897, and section 4426, Revised Statutes, to be carried on small motor vessels. In order to insure uniformity in the enforcement of this law, you are informed that small motor vessels navigated in your district should be equipped as follows:

"All motor vessels, without regard to size or use must be provided with an efficient whistle, an efficient fog horn, and an efficient bell. No size or style of whistle, fog horn, or bell is prescribed, provided it is available and sufficient for the use for which it is intended. The word 'efficient' must be taken in its ordinary sense, considered with reference to the object intended by the provisions in which the word appears, namely, the production of certain signals. The power to operate the whistle is not prescribed, but it must be of such character as to produce a 'prolonged blast,' which is defined as of from four to six seconds duration."

"When navigated between sunset and sunrise, they must carry regulation lights, namely:

1. A bright white light at the bow or head of the vessel.
2. A green light on the starboard side, and a red light on the port side, provided with proper screens. The side lights may be so affixed to the coaming or to the sides of the deck house as to be properly screened, provided the lantern be backed with metal. Whenever the green and red side lights can not be fixed, they must be kept lighted and ready for use as provided by article 6, of the act of June 7, 1897.
3. A white light aft, showing all around the horizon, to range with the head light."

Owners of small motor boats should observe the provisions of the above law and provide their boats with proper equipment as here specified. Other sections of the circular do not differ from ones previously issued, and it is to be presumed owners of boats are familiar with their provisions.

by Captain Blackwood, and cut the fare to 25 cents. This movement is being made by the N. S. Company to protect the interests of Captain Kasch and March, owners of the Yankee Doodle. It is thought Captain Blackwood will withdraw the Island Flyer from the island run in the hope of deterring the N. & S. Company from invading the Anacortes-Bellingham run. A boat is now being built at Tacoma by the N. & C. Company 90 x 12 feet, with a speed of twenty-two miles per hour. With this speedy launch the Seattle firm intends to force all rival passenger launches to come to their terms.

The launch Yale, which is owned by a local syndicate, is expected to be placed on the island run shortly. The Yale is lying at Bellingham, and it is understood that she will soon be put on the ways and thoroughly overhauled. Owners of the Yale refuse to talk on the subject, but enough news has leaked out to make certain that the Yale will be heard from before long, unless the entire plan of the syndicate is changed.

The Yankee Doodle will be placed on the ways within the next three weeks to receive her gay summer coat of paint. She is expected to be off the run about a week.

Since the above was placed in type, Captain Blackwood has decided that the game is not worth the candle and has withdrawn the Island Flyer from the Bellingham-East Sound run.

Mrs. C. C. Smith and daughter, Miss Leda Smith, arrived Wednesday evening from Gaysville, Vermont, to spend the summer with Mrs. Smith's elder daughter, Mrs. O. H. Culver, and family. Mr. Culver, who had been spending a few days at Harrison Hot Springs and Vancouver, met them at Mission Junction. They were delayed twenty-four hours by a subeidence in the railway track at a point on the north shore of Lake Superior.

Rev. Herbert Jones spent part of the week at Anacortes.

Minstrels Score A Big Success

The East Sound minstrels appeared at Odd Fellows' hall on Saturday night to one of the largest audiences ever gathered in San Juan county, and the show well deserved the liberal patronage bestowed upon it, as it was eminently superior to many a professional one.

From the opening chorus, "King Jollity," to the final drop of the curtain on the sad plight of the participants in the uproarious playlet, "A Desperate Situation," the house was kept in a constant roar of laughter. Even the overwhelming dignity of the interlocutor, Doctor Reed, was almost unbalanced by the unexpected pranks of the end men, Geo. Gandy and Billy Benson, who were inspired to do new stunts not down on the bill.

East Sound has reason to be proud of its exceptionally fine voices, the harmony in the choral work being beautiful, and the modulations perfect.

The soloists were all in good voice and their selections beautifully rendered, the songs themselves being particularly well selected. The songs in the olio were:

- Tenor solo Pass it along to Father H. C. Wilson
- Tenor solo I want some one to call me dearie Geo. Whiteley
- Bass solo My dream of the U. S. A. Dr. Reed
- Baritone solo Taffy Graham Philip
- Tenor solo Darling Sue Robert Roe
- Tenor solo For I dream of You H. C. Wilson
- Tenor solo Jungle Town Geo. E. Gandy

Closing chorus Yankee Doodle Boy. The second part of the program consisted of a plantation scene in which familiar darky songs were sung by Dr. Reed, Geo. Gandy, Howard Wilson, Geo. Whiteley, Graham Philip, Bobby Roe, Pat Langell and McClure. Benson and Shattuck accompanied them on their banjos.

The boxing match between the Dolphin Bay Spider, Mr. Gould, and the East Sound Wonder, Ralph Templin, added to the gaiety of the occasion owing to the valiant efforts of the lengthy Mr. Gould to make an impression upon the elastic form of Mr. Templin, who seemed by some secret process to have become imbued with the resiliency of a rubber ball. The costumes were marvelous in their simplicity. The gentlemen's freedom of action was not hampered by a weight of clothes.

Wesley Langell displayed a few tricks in legerdemain which the elder Herman would have added to his repertoire had he known they were possible of accomplishment.

The Stein Song from The Prince of Pilsen by Dr. Reed, Graham Philip, Pat Langell and Howard Wilson was one of the gems of the evening. The stage setting was good, the costumes excellent and the bright catchy music was particularly well suited to the four beautiful voices.

The skirt dance by Mr. Benson was very graceful, his dancing being highly appreciated by the delighted audience which demanded an encore.

The monologue of "Uncle Joshua" by George Gandy was very funny, his make-up as an old farmer being true to the life. Mr. Gandy developed an ability in handling a pitchfork which was entirely unsuspected by even the most intimate of his friends.

The final act of the program was a rollicking farce, in which numerous people displayed an amazing ability for getting into the wrong place at the wrong time. The characters were Wesley Langell, Ralph Templin, Frank Shattuck, Bill Cramer, C. W. Guibor, George Whiteley, Will Langell.

The personnel of the company was as follows, Dr. Reed, interlocutor, George Gandy, Billy Benson, Pat Langell, and Tracy King, end men; C. W. Guibor, G. Whiteley, Howard Wilson, Will Langell, Graham Philip, Bobby Roe, Bill Cramer, Nova Langell, Wesley Langell, Frank Shattuck, McClure and Whitmore, Miss O'Clure, properties, Mrs. Woods, costumer, Miss Millard, artist, Miss Harrison, pianiste, Miss Myers, violiniste, Harry Templin, business manager. The numbers given by Miss Hazel Myers, violiniste, accompanied by Miss Mollie Harrison, pianiste, provided.

(Continued on Page Four)

FRANCHISES CONSIDERED

Water, Light and Telephone Franchises Applied For--Council Authorizes Water Front Improvement

The Friday Harbor town council met in regular session Tuesday evening, with the mayor, clerk and all members of the council present. Minutes of previous meeting were read and approved.

The following bills were audited and the clerk was instructed to draw warrants in payment of same:

Milo M. Smoots, marshal's salary,	\$25.00
A. F. Carter, salary as clerk	5.00
N. E. Churchill, sewer pipe, etc.	10.00

John W. King notified the council of his refusal to accept the amount allowed him in payment for bark delivered the town. The matter was discussed for a short time and on motion was laid over until the next meeting of the council.

In the matter of the improvement of Front street at the foot of Spring street, the council authorized the streets and alleys committee to have the work done in accordance with the plans outlined. It is the intention to have a sea wall built across the foot of Spring street on a line with the lower side of Front street high enough to allow a proper fill to bring Front street up to grade. Or if this is not done to save the street planked over. It is also planned to have concrete piers built for the support of an approach to a float which will be put in for the convenience of people coming here in launches or rowboats. Contractors will be asked to submit bids, and the contract will be let to the lowest bidder, provided the cost is not too great. The right to reject any and all bids is reserved.

The matter of the town's boundaries was talked over and it was suggested that it would be well to have a survey made and stakes set defining such. As it is now, the boundaries are merely described by metes and bounds. No definite action was taken.

The ordinance providing for the granting of a non-exclusive 50 year franchise to the county for the laying, maintaining and repairing of water pipes, came up for its second reading. The ordinance as originally drawn was passed section by section, Councilmen Carter, Churchill, Douglas and McKinnis voting aye, Councilman Bugge, no. On motion of McKinnis a new section was added requiring the county commissioners to lay its main along First street and Court street to Spring street and down Spring street to Front street, also for the placing of two fire hydrants, one at the corner of Court and Spring and one at Front and Spring and the furnishing of water for a public watering trough at the foot of Spring street. To this section Mr. Morris, representing the board of county commissioners, objected on the ground that there would not be sufficient water. This section was passed, however, whereupon Mr. Morris asked permission to withdraw the ordinance and the request was granted.

Ordinances granting to the International Telephone Co. and the International Telephone Co., franchises to equip, operate and maintain telephone systems were introduced and passed their first reading.

An ordinance granting to the Western Mills and Lumber Co. a franchise to equip, operate and maintain an electric lighting system for a period of fifty years came up for final passage. After the reading of the ordinance by Mayor Gould, Councilman McKinnis moved that a section be added providing for the furnishing of free lights in the council chamber. To this provision E. F. Templin of the light company objected on the ground that the light plant was not a paying proposition and that the company could not afford to furnish the lights asked for. The company has ten days in which to accept the terms of the ordinance. In voting upon this last section Councilmen McKinnis, Churchill and Carter voted aye, and Councilmen Bugge and Douglas, no. Adjourned.

E. H. Nash and Mrs. Nash made a trip to Port Townsend and various points in Clallam county during the week. During his absence the business of the county treasurer's office was attended to by John L. Murray.