



GENE C. GOULD, President
VAN E. SARGENT, Cashier
C. M. TUCKER, Vice-President
CECIL L. CARTER, Asst. Cashier

The Women Folks

They have more or less business with banks. Many of them come to this bank. We appreciate their patronage; we invite others. No matter how small their business, we invite them to come. All transactions with this bank are considered confidential.

THE SAN JUAN COUNTY BANK
FRIDAY HARBOR, WASHINGTON

Shirts For Men

The Best Line of Shirts Ever Shown in the County

If you buy a new shirt you may need a new tie to go with it and here is where you find the classy goods

The Finest Neckware

In Fancy Stripes, Checks and Solid Colors and at All Prices

GROCERIES The best that money can buy, and quality considered we will serve you cheaper than any other store in the county. Our goods are always fresh and are guaranteed to be just as represented. Call and get prices and if you find them right let us supply your wants.

Clothing for Men

REMEMBER GENTLEMEN—That we are headquarters for Ready Made Clothing. Our line is the best in the county. We can also sell you a Tailor Made Suit from Mark Harris & Co., Chicago, and we guarantee a fit or no sale. These suits range in price from \$16.00 to \$40.00. Cloth all wool and the workmanship equal to the best. The time is right for your spring order. A choice line of samples to select from

P. A. JENSEN

Use Quality Flour



You Will Be Delighted With It

Made In a Clean Mill
Bellingham Flour Mills Co.

CHILDREN'S HATS

A fine line of Children's Trimmed Hats. Anything you want. Prices range from 95 cents up.

LADIES' HATS

A large stock of Ladies' Trimmed Hats in all the latest effects, at prices ranging from \$2.00 up. It pays will you to call and see these before buying elsewhere.

Mrs. Loyal B. Larson

MAY BRING IN WATER SUPPLY

SPORTSMAN LAKE TO BE SOURCE OF SUPPLY

Gravity System Would Cost About \$6,000
--Good Fire Protection and Plenty for Manufacturing Purposes

The Friday Harbor Commercial Club has been working for some time upon a proposition to bring water in from Sportsman lake in order that the town may be afforded ample fire protection, an adequate supply obtained for manufacturing purposes and for uses other than domestic. The club has had a survey made in order to determine the altitude of the lake, the distance from Friday Harbor and the probable cost of installing a gravity system. According to the surveyor's notes the intake at the lake would be 139.10 feet above tidewater and about 60 feet above the highest point within the city limits, thereby affording ample fall for a fairly good pressure all over the town. The distance is approximately three and one-half miles and the only heavy cut that would have to be made in laying the mains would be one about 300 feet long and thirty feet deep. According to a letter received by Secretary L. J. Irwin, of the commercial club, from a Seattle pipe and supply house, the cost of the pipe for the main would be about \$3,000. This would be for a six inch pipe a portion of the way and a four inch pipe for the balance of the distance. It is also estimated that the cost of installing would be about \$3,000, making the total estimated cost \$6,000.

The lake covers an area of about 160 acres in section 33, Township 36 north, range 3 west. It is quite shallow in most places and during the dry summer months the water falls so that the area covered is only about half what it is in the winter, but it is believed that the supply would be ample during the driest seasons for all purposes for which the water might be used. Owing to the shallowness of the lake and the probable amount of decayed matter that the water contains it would likely be unfit for domestic uses, but this matters little for the reason that there are so many fine wells in the town to supply this demand.

An annual income of \$1,050 has virtually been guaranteed and it is safe to assume that this amount could easily be increased to \$1,500, or more, so it will be readily seen that from a financial standpoint the investment would be a good one.

Owing to an inadequate supply of water for the industries that are already established here there is little to offer in way of encouragement to new industries that might locate here provided ample water were to be had. It is the most serious drawback we have had to face and the Islander hopes that the Commercial Club may be successful in its efforts to get the system installed.

STATE SUPERINTENDENT CRAWFORD PREDICTS GOOD RUN OF SOCKEYE SALMON

The 1910 sockeye season for Puget Sound will be much larger than the run four years ago and probably the largest of season in the history of the industry, according to State Hatcheries Superintendent Jack Crawford, who has made a study of the outputs of hatcheries in Washington and British Columbia.

"Five years ago we predicted the largest run in the history of the industry for 1909 simply on the strength of the hatcheries' output," said Crawford.

"In British Columbia four years ago the hatcheries turned out an unusual amount of salmon fry and this fall the run will be very heavy for an off season. The run of springs will be heavy, as well as the sockeye."

Some of the many friends of Hon. Wm. Shultz, who has twice represented this county in the legislature, are endeavoring to persuade him to again become a candidate for the nomination at the primary election this fall.

PROVISIONS OF THE HUMPHREY BILL CLASSIFYING MOTOR BOATS

Following are the principal provisions of Representative Humphrey's motor boat bill, which has already passed the Senate and is fully expected to pass the House:

It divides all boats of this kind into three classes; Class 1, less than 26 feet in length; class 2, 26 feet or over and not more than 40 feet in length; class 3, 40 feet or over and not more than 65 feet in length. Every motor boat that is more than 65 feet long is not a motor boat according to this proposed law, but will come under the general laws of navigation covering all steam craft. A motor boat is described in the bill as any vessel not more than 65 feet in length and driven by machinery, thus taking in steamships within the prescribed size, as well as boats driven by gasoline engines.

The bill provides that class 1 shall carry a white light aft to be visible all around the horizon, and a red and green light forward, showing green to starboard and red to port and to be visible to two points abaft the beam, each on its own side.

Classes 2 and 3 are to carry a white light forward, constructed to throw an unbroken light over 20 points of the compass, 10 on each side; also a white light aft to show all around the horizon; also on the starboard side a green light to show unbroken light over an arc of 10 points of the compass, and on the port side a red light to show the

same on that side.

Every motor boat must have a whistle or other sound-producing mechanical contrivance capable of producing a blast of two seconds or more in duration. Every motor boat of classes 2 and 3 must likewise carry a fog horn, and class 3 must carry a bell not less than eight inches across the mouth.

Every motor boat must carry life preservers, life belts, buoyant cushions, or ring buoys sufficient to sustain afloat every person on board and so placed as to be readily accessible.

All motor boats carrying passengers for hire must be run by a person duly licensed for such purpose. The bill however, does not propose to compel an examination for the license. This is simply a precaution to enable the government officials to make sure that boats of this kind used as passenger vehicles are in the hands of people of ordinary judgment. But the bill empowers the inspectors to revoke the license in case the holder is found to be reckless, negligent or intemperate.

Every motor boat is required to carry fire-fighting apparatus, and this also applies to gasoline boats more than 65 feet long. The apparatus must be adapted to putting out blazing gasoline. A fine of \$100 may be inflicted for any violation of the law, collectors of customs being made responsible for the execution of the law.

Live Stock Sale to Be Feature of Fair

One of the features of the second annual Western Washington Fair, to be held in Seattle next September, will be a live stock sale, to be conducted under the auspices of the fair association during the closing days of the fair. This sale will be attended by live stock fanciers from all over the northwest and leading wholesale meat dealers of this section of the country have promised to have representatives on hand to snap up the fat cattle, sheep and swine that have taken part in the exhibition.

This live stock sale will afford great opportunity to breeders and farmers to obtain fancy prices for their cattle this fall and will also provide a means of meeting expenses of exhibitors, especially in the fat live stock departments. Prices for live stock on the hoof have never been as high in the history of the northwest, and farmers who put in especial care upon fattening animals for the live stock show at the fair will have chances to make a nice little clean-up on their exhibits, as well as being saved the expense of returning their animals to their farms.

In order to encourage the farmers and breeders of this part of the country to prepare exhibits for the fair's live stock show, the association will offer a number of valuable money premiums for the best exhibits of fat cattle in grades and cross breeds. Steers and heifers, from calves to three year olds, in single and herd exhibits, come in for these prizes, and there will be many rich opportunities for fat sheep and hogs under practically the same conditions.

Growers of farm produce have not been forgotten and the association will offer many rich prizes for farm, individual, county and community exhibits of fruits, vegetables, grains and forage crops. Some of these prizes run to \$100 in value.

Applications for premium lists should be made to Secretary Guy McL. Richards, Globe Building, Seattle.

Notice to Postmasters

Olga, June 1—Postmaster Chase, of Irby, Wash., president of the State League of third and fourth class postmasters, has called a meeting of the postmasters of San Juan county to be held at the Olga Inn, at Olga, on Thursday, June 9, at 7:30 p. m. Business of great importance is to be brought before the meeting, and every postmaster in the county is urged to attend. C. S. Rice, P. M.

MR. McMILLIN ON NEW MAIL SERVICE

ANACORTES ROUTE TO BE WELL SERVED

Steam Schooner Secured for Vancouver-Tacoma Freight Service, Touching Island Points

Hon. John S. McMillin was in town for an hour Monday on his way home to Roche Harbor from a business trip to Seattle. Speaking of the article in last week's Islander about the complaint of Port Stanley people concerning proposed changes in the mail service, he said that people residing along the present mail route between here and Anacortes need have no fear that their transportation facilities will not be fully as good under the new arrangement as they have been for some years past. "As a matter of fact," said Mr. McMillin, "I believe they will be very much better. The service will probably be daily, instead of tri-weekly. The steamer which is likely to go on the route is nearly new, reasonably fast, making ten and a half knots an hour, has very nice passenger accommodations and ample freight room for all the business on the route."

Mr. McMillin laughed at the report that the Morning Star would not go on the Seattle-Bellingham route and that the new service would be inaugurated, if at all, by inferior boats. "The new company is not yet ready to advertise its plans," said Mr. McMillin. It is busy getting ready to inaugurate its service and it will be the best service in every respect that the county has ever had. The Morning Star will be fully equipped for passenger service and will have a nice observation cabin and the boat which will alternate with her will be staunch and comfortable. A large steam schooner has been secured to handle the freight business which the Morning Star has been handling between Tacoma and Vancouver and this vessel will call regularly at several ports in this county. This service will begin within a few days and the daily mail service will be inaugurated July 1."

As the head of the largest manufacturing industry in the county Mr. McMillin naturally believes that producers and shippers and the traveling public should give their cordial support to a project certain, if properly sustained, to be of incalculable advantage to all sections of this county.

A Washington despatch to the Post-Intelligencer under date of May 29 says: "Senator Piles has been informed by Joseph Stewart, second assistant postmaster general, that the senator's request, made on behalf of the San Juan island residents, for increased mail service to the islands has been granted. It will be established July 1, and will provide for six trips a week. The contract has been let to W. L. Gazam, of Seattle, for one year at \$12,000, the route including the following places: Seattle, by way of Port Townsend, Smith's island light station, Richardson, Argyle, Lopez, Friday Harbor, Roche Harbor, Deer Harbor, West Sound, Orcas, Shaw island, East Sound, Rosario, Olga, Doe Bay, Urban, and South Bellingham station to Bellingham and back.

Dry's Win Victory In Two Counties

Spokane, Wednesday, June 1.—That part of Spokane County outside the incorporated cities is "dry" today by an overwhelming majority. The complete count of yesterday's election shows that the anti-saloon faction won by a vote of 1,200 to 400. The result will leave only a few irrigated spots in the county, Cheney having voted dry previously. Local option elections were held in Adams county with the result that the county, outside of the towns of Lind and Ritzville is dry. Ritzville gave a majority of only eighteen for licensed saloons while Lind gave the wet a thirty-eight majority.

Mr. and Mrs. Gene C. Cook, 500 1/2