Journal

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MAGNIFICENT ATTRACTIONS EACH DAY

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Indian War Canoe, Launch and Sailing Races. Illuminated Naval Parade, with Fireworks. Mammoth Industrial Parade, Log Rolling, Shingle Packing, Firemen's Tournament, Horse Racing and other Field Sports.

FREE CLAM AND SALMON BAKE

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Robert Moran's Forecast of Business

The Railway and Marine News is publishing a series of articles from well known men on the relation of "the Panama Canal to Pacific Coast Commerce". In the June 1st. number of that paper we find a forceful article from the pen of Robert Moran, who says:

"I do not attach much importance to the completion of the Panama Canal so far as it may affect the trade of the Puget Sound country. Seattle and the Norhtwest. If the reciprocity treaty with Canada goes into effect, and with the economic conditions in Vancouver so favorable to manufacturers, the time is not far distant when Vancouver, B. C., manufacturers will be supplying the Seattle market with goods that should be made in the Home City.

"No person, who is informed, can doubt that ultimately Seattle will be a great commercial center, though it is also true that there is not in the United States today a city of Seattle's population with so little producing power. What Seattle's needs now, above all other things, is manufactories for the employment of productive labor; the over speculation in raw land and the consequent inflation of land values has made conditions worse in Seattle than other points.

"Seattle will best prepare herself for the commercial battle ahead by becoming the leading manufacturing city of the Northwest. Manufacture and agriculture make commerce and produce wealth; they never made hard times; you can lay that up to the gambler and in that profession the raw land stands in the foreground in Seattle He is a parasite in every industrial community, and there is only one cure, taxation. The prospective manufacturer will not give up all his capital to the purchaser of a site, at the real estate boomer's value, neither will a burdensome tax on industry encourage such an investment."

"Seattle's urgent need at present is not the Lake Washington Canal nor the extension of its harbor for miles on the Duwamish River. Seattle at present has ample harbor facilities. She has harbor capacity greater than the City of Antwerp. She needs not the destruction of capital in the construction of harbor works that will not be required for a hundred years hence, neither does she need any more hills cut down; she does need manufactories and commerce to make use of her present ample shipping facilities. She must have these things before she will become a stable, world's city. The Lake Washington Canal and the Duwamish River harbor project are land-speculation and debt creating schemes, pure and simple.

"If I am to judge the public pulse by what I read in the Seattle daily press, they seem to want manufactories. But the question is: How is capital to be encouraged to enter manufacturing enterprises? Never, to any great extent until a plan has been worked out to take the speculator in raw land out of the deal. Probably the most practical plan will be, as is being done in Vancouver, B. C., and other places, to stop taxing productive labor and put tax on vacant land, which will put an end to speculation on such land and make manufacturing sites possible in Seattle.

"I know of one instance of a manufacturing establishment, at present located in Seattle, being fined about $35,000 (as a property tax) for the crime of conducting a manufacturing establishment in Seattle. Now this is all impossible from a business point of view. You may be able to bankrupt those now doing business there but you cannot induce others to locate, and without manufactories you will never have a stable and prosperous city. This will never be accomplished except by destroying vacant land values by taxation so as to permit the manufacturer to secure a location for his industry; and, second, by largely reducing or entirely abolishing the personal property tax on the manufacturer's plant. You can call this radical, or anything you wish, but Seattle will come to it if she expects to become a great commercial center.

"This is not an essay on the Panama Canal, though the subject discussed

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Alexander Simpson Goes To His Final Rest

With sadness, the editor records the passing of Francis Alexander Simpson to his final rest. Mr. Simpson who died at his home in this city on Sunday morning, June 11, was born in Franklinville, N. Y., July 14, 1852. On Febuary 17, 1876 he married Belle Green in Des Moines, Iowa. Five children were born to them, three of whom died in early childhood. The two surviving daughters, Mrs. Gene C. Gould and Mrs. J. W. Geoghegan, reside in this city. Deceased was the first of a family of six children to cross the "dark river". Two brothers, James M., of Seattle, and Leroy S., of Bellingham, and their wives, and Mrs. James P. Hunnel and Mrs. J. T. Long, of Seattle, his sisters, were present at the funeral which was held at the residence of Gene C. Gould on Monday. Another sister, Mrs. E. B. Hunt lives in the city of Des Moines, Iowa. The funeral sermon by Rev. J. E. Nelson and singing by a quartette composed of Mr. and Mrs. Van E. Sargent, Miss Charlotte Busby and Cecil Carter, with Mrs. G. B. Driggs at the piano, was sweetly in harmony with the perfume of floral tributes. Interment was made in the Valley cemetery.

Mr. Simpson was by trade a printer and spent a large part of his life "at the case," as printers call it, working as a compositor. He worked for many years in Des Moines, Iowa, where he was married and where his children were born. In 1889 he came to Spokane, this state, to work for Culver Brothers. In the following year their plant was destroyed by fire and in June 1890 he came with Mr. O. H. Culver to Puget Sound, locating first in Seattle. When Mr. Culver and his brother engaged in the newspaper business in Fairhaven, now a part of Bellingham, in the fall of 1890, Mr. Simpson went there to work for them and a few years latter—sometime after they purchased the San Juan Islander, he came here and for several years during Mr. O. H. Culver's ownership and editorship of the paper he was the foreman of the office. At the time of his old friend's death Mr. Culver was on his way to the city from which they came to Puget Sound together twenty-one years ago this month, to begin, without means and among strangers, a new fight in the struggle of life. They were close friends for more than a score of years. In a letter to the editor expressing regret that he could not be here to look upon his old friend's face again, Mr. Culver sent the following brief tribute to his worth.

"Alex. Simpson was a man whom few men knew as I did, and whom no man who knew him as I knew him could fail to love and respect, if he has any appreciation of those finer attributes of character which it seems to me must count most strongly in favor of men or women where records of their lives are closed and the recording angel comes to scan the pages of their years. He was a man of the strictest integrity, free from hypocrisy, of the kindliest nature, unselfish, forgiving, patient and faithful. His lines were not always cast in pleasant places and sorrow, which his gentle, patient and loving wife shared with him did not pass him by. He loved the sunshine of life but was obliged to dwell at time among its shadows. He endured trials with fortitude and temptations with strength, and if it is true as it is written that "He that overcometh shall all things inherit," he is rich in the richness in all that count most in eternity. We are filled with sad thoughts at his passing, yet realizing his release from long endured infirmities we can say:

"We could not proffer freedom for one hour
From that dread weight of weariness he bore—
And God has made him free forever more".

A letter from C. F. Emery, late of this city, has been received by Rev. S. G. Jones, from Brighton, St. Mary's bay, Nova Scotia. He is delighted with the place and declares the sunsets are glorious and the lobsters declicious. St. Mary's is a quaint old village and must be very interesting.

Better Transportation Facilities Needed

James J. Hill, the Great Northern railroad magnate, sees in publicty of corporaion matters and intelligent public control of the corporations themselves a long step towards the solution of the present era of business stagnation.

"And the United States needs a saviour," says Mr. Hill. "The people have demanded not only the best, and they will now have to pay accordingly. If they don't pay in money, they must pay in prosperity. The business of the country increases fifteen percent every year: the facilities for handling this new business increase only one sixth of that. The difference in the ratio is too great and a balance must be struck sometime, else there will be a complete breakdown of service or prosperity. "Why don't the facilities for handling business increase more rapidly? Because the men behind those facilities are afraid to spend their money for extensions and improvements."

Mr. Hill has long been an exponent of publiciy of corporation affairs and looks upon that as one of the means of bringing corporation and public together.

The people are entitled to know what the public service corporations are doing and the conditions under which they transact business," he says. "I have believed in and have advocated publicity of corporation reports for many years. When the public becomes conversant with corporations affairs and is convinced that it is seeing from the inside, much of the feeling against the great business concerns will pass away. That will be one of the effects of publicity."

In matters of public control of quasi-public concerns Mr. Hill is a firm advocate but he wants that control to be intelligent: he wants only trained men in the places of control.

"A corporation is a piece of paper bearing the stamp and seal of the state," he says. "Its life is created by the people and naturally the people should have some word in making the rules under which it transacts business. That proposition is one I have preached for years and now I am glad to see it making headway among common carrier corporaions. Last week President Mudge, of Rock Island railroad declared for public control of railroads: George M. Reynolds, president Continental and Commercial National bank of Chicago did the same thing the week before: T. N. Vail, president American Telephone and Telegraph recently made an official report to his board of directors in which he took a firm stand for both publiciy and public control.

"But that conrol must be intelligently administered. Public control simply because it is a control by the public, is not all. It must be intelligent, as I have always contended. Intelligent people will ask and expect nothing more. Vail, Reynolds and the others are right in advocating publiciy and public control. Both are things which eventually will go far toward making a good feeling between the corporations and the people, and will assist in settling much of the antagonism which now seems to prevail."

Local Creamery Changes Hands

W. L. Chappell, a creameryman, of probably more practical experience than any man in this State, has purchased the Friday Harbor Creamery. Mr. Chappell manufactured butter and cheese in N. Y. State for several years and in Fergus Falls, Minn., for 16 years, owning one of the best creameries in that dairy state. He also owned and operated a creamery for two years in Oakville, Chehalis Co., this state. He proposes to conduct his creamery in a thorough and businesslike manner. Dr. Capron urges the dairymen of this county to support their home creamery. The farmers generally understand that if the city creameries could succeed in discouraging and killing off the outside creameries, the price of butter fat would then be fixed by the commission men. Dairymen are entitled to, and should demand, a fair test and weight. The creamery is entitled to, and must receive, two cents per pound for making the butter. If the home creamery meets this condition fairly, the farmers for their own best interest should give it their loyal support.

Our Scenic Beauties As We Paint Them

A few days ago a resident of the county, who by the way is not a subscriber to the Islander, complained to the editor that the paper gave too little attention to the scenic beauties, climatic and other advantages of the Islands. It didn't take long to show him that we had done a vast amount of work in this line and we have had hundreds of letters and are constantly receiving them of similar tone though seldom so keenly appreciative as one just received from a subscriber in Florida, which we publish to show that one who reads the Islander, views our efforts quite differently from one who does not.

The letter is as follows:

Manager of San Juan Islander,

Dear Sir: Herewith find $1.50 for renewal subscription for the Islander which I have been receiving and reading with much pleasure since last autumn. Never having seen your lovely paradise county, I am continually viewing it with the eye of imagination, and I beleive pretty nearly correctly as I have seen many pictures of your section. I have long been and still am a great lover of the West Indies, those hilly and mountainous islands of entrancing tropical beauty; whose cliff shores are laved by the waters of intensely blue, intensely liquid, laughing, sun kissed West Indian seas. No tongue can be too eloquent in speaking, no pen too facile in writing, no brush too magic in painting their beauty. The same, so it strikes me, applies to your beautiful archipelago. True, you are not tropical but the dark woods, the twilight hours of somber light, on stretches of water and island cliff shores and wooded beaches and vistas of distant snow capped peaks—Oh, Infinite Creator, What an inspiration! Then the character of the products, making possible the homes, the institutions, and the happiness, of the system and on the order of people we know and love. Somebody said in one issue of your paper which I read, something, more or less to the following effect, "The people of San Juan county are wonderfully fortunate, and if any are dissatisfied they have only to compare what they have got with what many other sections have not got, and remember the burdens they have not got which others have." The words are my own but I am sure I correctly, if haltingly, repeat the idea. Surely the Islander never published a greater truth.

With every possible expression of the most sincere good will, and the best wishes for your county and people, I am

Most Respectfully and Sincerely,
James L. Rodger.

Coast Artillery Reserve Corps Ball

Invitations are out for the Second Company Coast Artillery Reserve Corps celebration of the opening of the Bellingham Armory on the evening of Thursday the 22nd inst.

Wagner's 2nd Infantry Regiment Band National Guard of Washington, will furnish music for dancing from 9 to 1. Second Lieutenant Dan F. North says:

"We are sparing no pains or money to make it a success. In securing Wagners Band, we have not only secured a military band, but the foremost one in the State. Among those who will be present are Gov. Hay and staff, Adjutant-General Llewellyn, and staff Colonel Ingliss, 2nd. Inf. Reg., N. G. W. and staff and Colonel Diehmes and staff, of Ft. Warden, as well as a great many other National Guardsmen and Regulars from all over the State.

It is our intention not only to offer to the public an opportunity to inspect the Armory, with its immese drill hall (150 by 86), its various lockers, mens quarters etc, but also to give demonstrations on the plotting boards, range board etc, of the method of finding the correct range of the target, as used by the men when drilng on the big guns at Ft. Worden".

The extremely low price of tickets for" yourself and lady" is $1.00. It rarely happens that so rich an entertainment is offered at such trifling cost.