

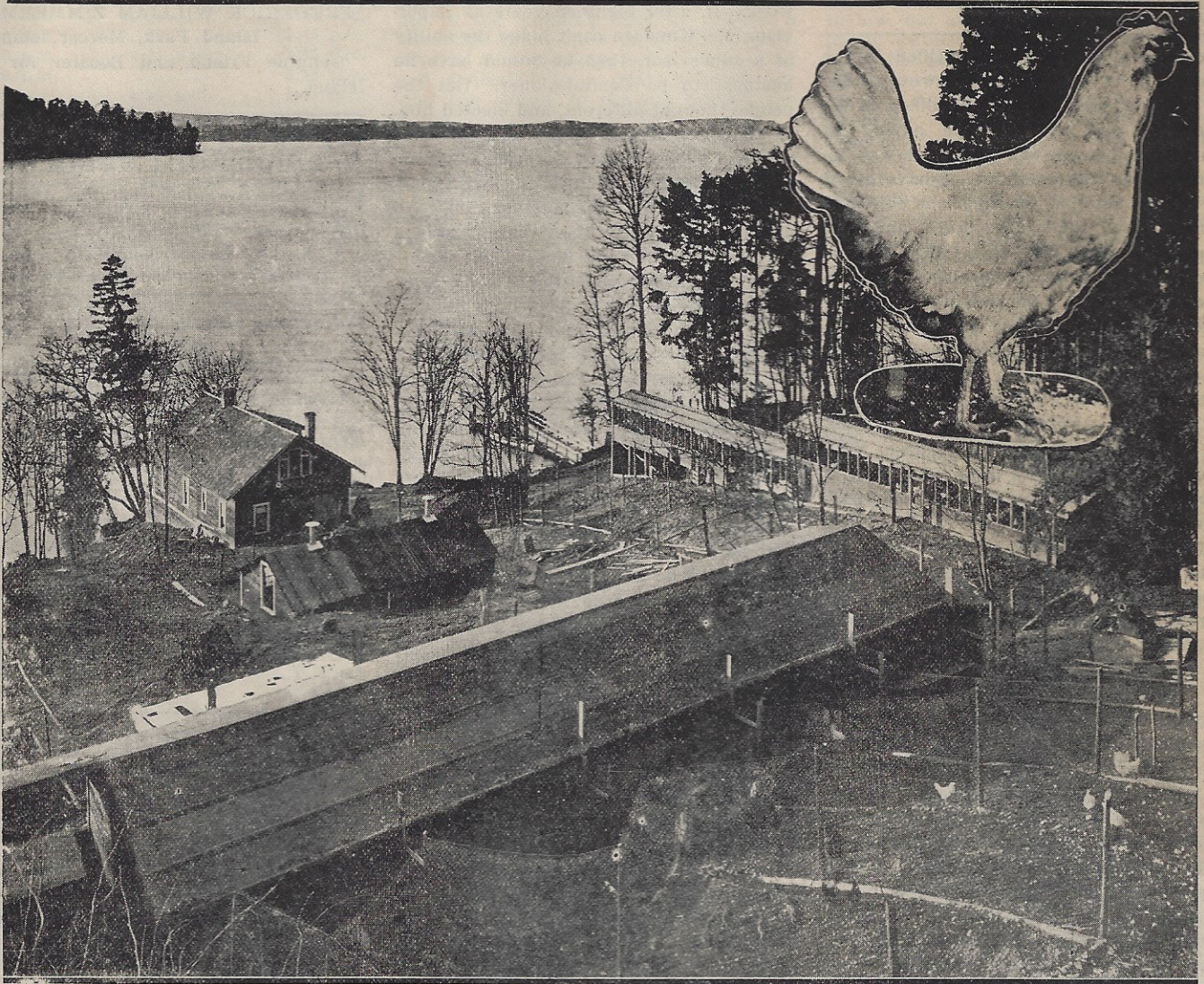
MERCER ISLAND AND LAKE WASHINGTON NEWS

Devoted to the Best Interests of the People of Mercer Island and Neighboring Lake Washington Communities

Vol. 1, No. 18

EAST SEATTLE, WASHINGTON, FEB. 15, 1913

Single Copies, 5 Cents



A MERCER ISLAND POULTRY FARM.

Showing a portion of the five-acre Miller Ranch at "Wintonia Meadows" opposite Bailey Peninsula, which appears in the distance. This ranch represents an investment of \$10,000 and is one of the best equipped in the Northwest. The small building back of the bungalow is a newly installed \$750 brooder with a capacity of 750 eggs. There is at present an unlimited supply of day-old chicks that may be bought at ten cents apiece, also a number of thoroughbred laying and brood hens. The insert shows a thoroughbred white leghorn pullet eight months old raised on this ranch. For full particulars address G. W. Miller, 1000 Pike Street, Seattle, Wash.

TO MERCER ISLAND'S "ANONYMOUS"

The following communication, over the signature of its writer, has been received by us, and is published in full herewith.

Anyone who has one grain of ordinary intelligence and who has read the current article, entitled "Mercer Island's Opportunity," in our esteemed "Mercer Island News" and who knows the real conditions of the Island must admit in all fairness, that it is at least a very misleading and incorrect statement.

The one who wrote the libel on the Island, among other things says: "During all of these years Mercer Island has been as desirable a place in which to live as

any other adjacent territory to the City"; to this we all agree. Further: "During all of these years we have paid our quota of taxes"; that we take for granted—we would not swear to it. "And yet, today, Mercer Island is the most unimproved territory equally contiguous to the City of Seattle." To this the writer also agrees. But why is it?

The reason is because a good many people on the Island have been busily engaged in trying to vacate streets, moving fences out into the middle of the road, putting up fences to prevent people, for all time, from getting to the water—and right now there is a suit pending in court, in which some public spirited citizens (?)—want to acquire streets which

are part of a public highway which has belonged to the people for the last twenty-five years and was never questioned until now.

If the individual or individuals who concocted that article in his or their confused mind, would devote their energies to try to save our only piece of waterfront road for all the people, we might be persuaded that they had the good of Mercer Island at heart. As it is, it is rank hypocrisy. The writer himself is the involuntary beneficiary of a replat, but he fought the measure for almost three years but had to submit.

I admit the Mercer Island Improvement Club was formed and as far as my legal knowledge is concerned, is still in exist-

MERCER ISLAND NEWS

Published Semi-Monthly by
FRANK P. NOLAN,
Mercer Island Office:
Nolan Cottage, East Seattle
Seattle Office: 1407 Fifth Ave.
Phone Main 4724

Subscription, \$1.00 per Year in Advance.
Advertising Rates Furnished on Request.

POLICY.

Non-partisan, non-sectarian and devotion to the accomplishment of the greatest good to the greatest number.

ence, never having been notified to the contrary. I have heard, however, that a meeting was held in the office of an attorney, and many people having an unnatural fear of law offices, I was informed that few attended. I have heard it stated that that meeting was called to form a good roads association and that the few of that new association took in the many, or all of the Mercer Island Improvement Club. Not having been notified of any proceedings in the matter, I feel that an amalgamation of such importance should have been held in an open meeting, as was the one when first formed. As I am a member of the above club, in good standing—not, of course, with those who differ with me—but legally, I would like to be informed what has happened to the club.

I cannot for the life of me account for the stupid impudence of ascribing to Commissioner Knudsen the dark deed of forming another association. My; this is frightful—but listen, "Anonymous": I will give the secret away. It was a bunch of old-timers—including myself—who thought they had a right to organize, being real friends of the Island. But if we committed a crime we would like to have "Anonymous" show us, as we are followers of the Missourian faith.

We decided to put up three men for Supervisor of Roads and leave it to the regular and duly elected County Commissioner, who was elected on the Island by an overwhelming majority of the people. We held our conversations in an open public school house where nobody is afraid to go, and in good faith, there we formed our association of our own free will and no one was importuned. We selected our president, vice president, secretary and treasurer, adopted our by-laws and our association, perhaps, will be in existence when the complaining and ailing one has been interred.

Our motto forever will be justice and fairness to all the Islanders. We have no hungry interest to satisfy; but all people. This misguided individual says further, or implies, that he and a number of others are solely responsible for the money allotted to us. Did we not vote for a three million dollar bond? And the fifty thousand dollars was allotted to us, otherwise the Islander never would have voted for it.

Commissioner Rutherford is the best friend the Island ever had. He at least

saved us the only piece of shore boulevard when some of these "public spirited citizens" wanted to relieve the Islanders of the burden of taking care of it—all honor to Mr. Rutherford! Mr. Knudsen has been Road Supervisor for about eighteen years, and the fact that he was elected County Commissioner shows that the people whom he served so faithfully all these years appreciated his ability and his work. If, after eighteen years as Supervisor, Mr. Knudsen can't judge the ability of a supervisor, then he would have no business to be Commissioner. But the people thought different, and elected him. It is rather strange that the very ones whom Mr. Bourkman favored in years gone by, building bridges and extra sidewalks, should now be against him. No doubt they thought then that he was a very capable and efficient individual.

Now we come to the finals. The association which the misguided individual favors has nominated and filed with the County Commissioners three very estimable and honorable gentlemen. There is first Mr. Stewart, whom I am free to say is a very efficient contractor. But on coming home recently aboard the steamer Cyrene, he, in a straightforward and honorable manner told me the following: "That he was not consulted in the matter, that he had no time for it and that if he was elected he would have to turn it over to Mr. Bourkman, as he was the right man for the place, having had eight years experience and he ought to have it." Mr. Stewart must know that in another matter, I am an opponent of his, yet in the matter above he spoke like a true man—I doff my hat to Mr. Stewart.

Now comes Mr. Adams; also a very affable and docile gentleman, a very fine craftsman in his line, whom I will cheerfully recommend as he has always done very fine work for me in the past in making picture cuts and should I need anything in his line again I certainly will go to him. But what has that kind of business to do with road supervising? There need be no answer. Then there is a Mr. Albin, a real estate dealer who got in a snowslide when he ran for County Commissioner some years ago and also was defeated when he ran for School Director, and then very decisively. That seems to indicate that his abilities are not appreciated. It is certainly very kind of them to offer their services for nothing, but we believe that the people would rather pay for services than be under obligations. Besides it looks too much like imposing on their kind heartedness and extreme generosity.

We all, and particularly the writer, would like to have harmony as that is the writer's business—"Dealer in Harmonies"—and so let us select our soloist, who will be the gentleman filed on both sides, then we will all join in the chorus, with Mr. Knudsen, the Grand Director and whatever decision he will

make we will obey. Should Mr. Knudsen see fit to select a man from the complaining association, we will submit and will not dictate to him and try to force him to select from ours.

Mr. Bourkman, if selected, will always have the good advice of Mr. Knudsen and that certainly would be for the best of all. As I find it beneath my dignity to write an, anonymous letter, I sign myself
FREDERICK WILLIAM ZIMMERMAN,
Island Park, Mercer Island.
Genuine Friend and Booster for the Island.

Washington Laundry Co

1165 Eastlake Ave., J. T. Huff, Man., East 1255
Agencies at East Seattle, Bellevue and Kirkland
Dry Cleaning and Pressing. Also Cleaners of
RUGS AND CARPETS
Thoroughly Modern, Sanitary and Efficient

NEAL TURNER Lake Washington
Distributor For The

Giant Powder Co.

Prompt Delivery to All Points on the Lake, City
Prices... Order by Mail or Phone
Renton Rural 503 **Kennydale, Wash.**

Phone Elliott 2212R, Formerly of N. Y. City

Callie E. Nolan

Maker of Fashionable Street and Evening

Gowns

Carleton Apartments, 8th near Pike
Apt 307 Seattle

Beacon 141—Phones—Cedar 116

Leschi Park, Seattle

W. J. McDONALD

PAINTING and
DECORATING

Most Modern System of Electrical Protection
in the Northwest.
Hours: 8:30 a. m. to 6 p. m. Saturday eve's, 8 to 10

The Pacific Safety Deposit Company

ERIKSON BLDG., FIRST & UNIVERSITY
Phone Elliott 387

Dry Storage Vaults for Trunks, Silverware and
Valuables at Reasonable Rates.
Safety Deposit Boxes \$4 a Year and Up

Leschi Meat Market

F. L. HALL
Dealer in
Fresh Meats
BEACON 2634 BEACON 2440
LESCHI PARK SEATTLE

C. C. GILLIAM
PLUMBING CONTRACTOR
P. O. Box 55 East Seattle

WINTER TIME TABLE

In Effect September 15, 1912.

Lake Washington

Str. Triton or Cyrene

To Mercer Island, East Seattle

Daily

Lv. Leschi	Lv. Merc. Hts.	Lv. E. Seattle
\$6:30 am	7:00 am	7:15 am
*7:30 am	8:00 am	8:15 am
*8:30 am		8:45 am
10:00 a.m.	10:25 a.m.	10:35 a.m.
11:30 a.m.	11:45 a.m.
12:30 p.m.	12:45 p.m.
1:30 p.m.	1:55 p.m.	2:05 p.m.
2:30 p.m.	2:45 p.m.
4:00 p.m.	4:25 p.m.	4:45 p.m.
5:30 p.m.	5:55 p.m.	6:05 p.m.
\$6:30 pm	6:55 pm	7:05 pm
Sunday 8:00 am and 9:00 am.		
*Except Sunday.		

THORNIETA and ARROW—Fare 15 Cents

8:30 p.m.	Every evening	8:45 p.m.
10:45 p.m.	from Leschi	11:00 p.m.
11:45 p.m.	Boat House	12:00 p.m.

Launches operated independently by Leschi Boat House

Time and boats subject to change without Notice

Anderson Steamboat Company

John L. Anderson, Mgr. Tel. Beacon 183

ISLAND NEWS

Mrs. Lucas and family have had considerable sickness this winter.

Donald Leithead is to make his home in Los Angeles for an indefinite period.

Mr. Held and family have moved to the former home of Edw. Clifford at East Seattle.

The East Seattle Luncheon Club met at Mrs. Hopkins' Friday, Feb. 7. Covers were laid for twelve. Mrs. Max Whiting won the prize.

Don't forget that school election will be held at the East Seattle school house the first Saturday in March. Try to make as good a showing as possible.

The Island Bridge Club met at the home of Mrs. Floyd Allen Saturday eve., Feb. 8. Prizes were awarded to Mrs. H. W. Upper and Mrs. Frank Donnelly.

Fred Hilt is gradually removing the "shingles" from his system and says that if he were offered two thousand dollars to duplicate the performance he would pass up the two thousand.

The ladies of St. Paul's Guild met at the home of Mrs. Fred K. Shelley last Tuesday to fix a date for the church concert, which will probably take place on Wednesday evening following Easter.

Dr. A. R. Proelss, of Sereno Cove, Dictator of the Loyal Order of Moose, is justly proud of that organization. The Seattle lodge has an active membership of 2,800; it keeps six physicians constantly in the field attending to the needs of its members; and last year it disbursed \$20,000 for charitable purposes in Seattle alone. Best the Moose unlike the so-called reformers who have borrowed the name keep absolutely out of politics, thereby illustrating how to mind one's own business.

EAST SEATTLE CHURCH AFFAIRS PROGRESSING

The East Seattle Church congregation was honored last Sunday by the presence of a choir of young folks with assorted trained voices imported from the city by Rev. T. A. Hilton for the occasion.

The attendance was larger than usual and the choir seemed to give inspiration to the services, during which Rev. Hilton declared he had a double object in bringing the choir—that of giving the young folks in it an outing and suggesting to the young folks of the Island how much better services would be if they had a choir of their own.

A large number of illustrated leaflets and contribution blanks were sent out recently and the returns are very encouraging. Everyone should try to contribute to the building fund or donate a memorial in the form of an altar, chair, window or something to be consecrated and dedicated to a dear, beloved one who has passed to the life beyond the grave.

We expect in our next issue to be able to announce the full program of the grand operatic concert to be given by Professor Zimmerman in behalf of the church building fund at Sandell's Hall, East Seattle, during Easter week.

BUNGALOW BURNS.

At about midnight, Tuesday, Feb. 4th, the furnished bungalow of Mrs. Robertson, on Park Ave. East Seattle, was completely destroyed by a fire of unknown origin.

Mr. and Mrs. Whalen and daughter recently rented the bungalow, but were absent when the fire occurred.

The property was fully covered by insurance. It is the third fire in six weeks for this community.

POSTMASTER SANDELL VISITS IN OREGON.

On Monday, Feb. 3, F. F. Sandell, postmaster of East Seattle, left for the Cape Perpetua Ranch, at Ocean View, Lincoln county, Oregon, the home of his daughter, wife of Arthur Carpenter, a former resident of East Seattle, where he will spend a month of rest and recreation.

Frank Hurt, of East Seattle, left the same day for a two weeks visit with his father, O. V. Hurt, who met him en route at Portland and accompanied him on the remainder of the trip to his home at Newport, Ore., of which port he is customs collector.

BID FAREWELL TO ETHEL BOWES.

Assembled at the King Street station of the Chicago, Milwaukee & St. Paul railroad last Sunday morning were twenty young friends who bade farewell to Ethel Bowes, who until recently was East Seattle's most popular young lady.

Ethel took the Olympia Limited for Chicago, where she is to make her home with her uncle and aunt, Mr. and Mrs. Fred Wolf, and where she will soon take up a course of study in domestic science.

As the train pulled out of the station, Ethel, with an arm full of floral gifts remained on the platform of the observation car waving a farewell, and there was many a heavy heart and at least one or two pairs of tear bedimmed eyes among her boy and girl friends as they parted with one who has always been regarded as the dearest little pal their youthful hearts had ever known.

THE SHORE LANDS PROBLEM.

In a long statement recently made for publication by Gen. H. M. Chittenden, president of Seattle's Port Commission, in which he declares the claim of upland owners is inequitable, there appears the following, under the caption of "Private Right Not Satisfied":

"An intelligent disposition of these

lands through public agencies will sacrifice no valid private right. There is only one important deprivation which the upland owner will suffer, and that is the privilege, based on his five-dollars-a-chain, of enriching himself at public expense and of blocking shore land development as private monopoly has done to the shores of Elliott Bay. The shore land owner's plea is plausible but it will not bear analysis. He is not being robber of access to water. Under public control he will get more than he now enjoys. In low, flat areas there will be provided public waterways and docks, which will serve his property better than anything which he would be likely to provide from his own funds. Where streets or boulevards are built, as along Mt. Baker Addition, every upland owner will be better served than under private ownership. In strictly residence sections the situation will remain much as at present, except that property owners will be better protected from trespass or interference.

The above is only a cursory reference to the real significance of this threatened disposition of the lake shore lands. It means injustice to the public whose money has created this new property. It means speculative monopoly of the property so created. It means defective plating of the lands, the retardation of industrial and commercial development, and prevention of the proper protection of the scenery of the shores. The matter is too important to be allowed to drift along to the conclusion now in prospect without more careful consideration in all its bearings.

INTERESTING OIL NEWS.

The current issue of the "Pacific Mining Journal" gives the following review of operations in the Western Washington oil fields—The Morris Oil and Coal Company is the one which is soon to begin operations on the Island.

Oil developments in Washington during January have been greatly hampered by adverse weather conditions. Deep snow in some sections and heavy storms in all have halted drilling, the erection of derricks and the transportation of machinery, so field progress has been very slight. Many companies and groups are busy securing options and leases, but naturally there is no news about them as those most concerned are reticence itself in these matters.

The following is a list, as full as is at present attainable of the companies operating, formed or having their headquarters in this state:

Washington Oil Company; (drilling).
Discovery Bay Oil Company; (derrick erected).

United Oil and Lands Company.
Kitsap Oil Development Company; (derrick erected).

California and Puget Sound Oil Company.

Bremerton Development Company.
Morris Oil and Coal Company.
National Oil Company; (drilling).
Olympic Oil Company.
Seattle Oil Company.
Leland Oil Company.
Reed Oil Company.
Colonial Oil Company.

Alaska Petroleum and Coal Company.
Amalgamated Development Company.
Alberta Canadian Oil Company.
American Canadian Oil Company.
British Columbia Katalla Oil Company.
Coal Bay Oil Company.
National Oil and Gas Company.
Hoh River Oil Company.
Tacoma Oil Company.

BELLEVUE.

Mrs. C. R. Campbell spent Sunday, Feb. 2, visiting in Algona.

A daughter was born to Mr. and Mrs. C. Hill on February 4th.

The new home of Mr. H. A. Maynard is all finished but the plastering.

Mrs. Stabler returned last week from a six weeks' visit in Portland, Ore.

Mr. Chas. R. Campbell represented Bellevue Grange at Pomona recently held at Orilla.

Mr. H. A. Maynard has started the erection of Mrs. C. Rudolf's new home in Lochleven.

The concrete basement walls of the new Freed place are complete, and the carpenters have begun work.

Mr. and Mrs. E. Barr of Seattle have a three-year lease on the C. R. Campbell ranch, which they now occupy.

Mr. Julian W. Spear left last Monday for Montana, where he has accepted a position with the C., M. & P. S. R. R.

FOR SALE At Wintonia Meadows
MERCER ISLAND

Day Old Chicks

AT 10c EACH
A FEW LAYING PULLETS

Address G. W. MILLER, 1,000 Pike Street, Seattle

ANOTHER BEAUX ARTS BLOWOUT.

Saturday eve, Feb. 22, Beaux Arts folks will give an entertainment and dinner at the schoolhouse. The new school consists of two rooms, one of which is the school proper, the other, partially incomplete, is used for entertainments. Providing a splendid evening's pleasure for residents in that neighborhood, these affairs also are the means of raising funds to beautify the building and buy the new piano.

Attendance in the past has been confined chiefly to people of the neighborhood. These affairs have been so successful that many Islanders are expected, as well as Bellevue folks and Seattleites.

Music will be a feature of the program. Everyone able to play an instrument is busy preparing for the affair. The price of the dinner, entertainment and all, is 25 cents, proceeds going to the piano fund.

WHEN YOU REALLY WANT FLAVORING EXTRACTS OF QUALITY
IT WILL PAY YOU TO SEND A POSTAL CARD TO



OU'VE TRIED THE REST NOW TRY THE BEST

WANT COLUMN

TO LOAN—\$700 at 8 per cent for one year. Must be amply secured. Nolan, Main 4724.

FOR SALE—Lots 10, 11, 12, Block 1, East Seattle, Residence Park, Mercer Island. See F. P. Nolan, East Seattle.

SAFETY RAZOR BLADES SHARP-ened, 30c doz.; razors, 25c; mail orders filled. Sharpedge Co., 1401 Fourth Ave., cor. of Union. "Our work has a reputation." Mention this paper.

LAKE NEWS.

The Manny-Myers Co. are installing a 21 h. p. Fox motor in their new demonstration boat on the Lake.

Among others who will enter in the new 16-foot racing class established by the power boat association this year will be E. C. Buckley of Lake Washington, who will build the boat himself. The little speeder will be equipped with a 50-60 h. p. Fox de Luxe motor.

A four-cylinder 48 h. p. Scripps motor has been sold by S. V. B. Miller, the local agent, to H. L. Williams of Edmonton, Canada, for installation in a tunnel stern river boat which will be used on the Saskatchewan river. The boat is being designed by L. E. Geary and will be built by Schertzer Bros. on the Lake. It is 34 ft. in length and when completed will be shipped to Edmonton by rail.

Chris Ellingson, who last year had the speedboat "Poky" entered in the races at Lake Stevens, is planning to make a showing in the new 16 ft. class which has just been established by the Pacific International Power Boat Association. He is having plans drawn by Geary for a 16 ft. hydroplane, in which he will install the 60-90 h. p. Elbridge featherweight motor which he had last year in the "Poky." With a smaller boat and the same power Ellingson hopes to make a good showing in the new restricted class next summer.

H. V. Wurdemann, ex-commodore of the Seattle Yacht Club, has moved his boat from the Sound around to Lake Washington, by way of the Duwamish and Black rivers. Mr. Wurdemann has a home on the Lake at present at Denny-Baine Park, and he has recently purchased a tract of waterfront at Lake Forest Park, at the north end of the lake, where he expects to make his home. His boat, the "Lady May," a 50-footer, is one of the largest ever successfully taken up the Black river. She made the trip in three days the last two days being consumed in making the few miles over the riffles. The trip was made without damage to the craft.

There is perhaps no speed boat on the Lake with a more interesting history than the "Siwash." Seven years ago, when she was first turned out by the Puget Sound Iron Works of Tacoma, she was the pride of the North Coast and the fastest speed boat in the North. She attracted marked attention as she "burned up the water" on Lake Washington and Puget Sound. Last spring she was purchased by S. A. Carmen of the Leschi Boat House, equipped with a 60 h. p. six cylinder Loew-Victor motor, and now skims over the surface of the Lake at a speed of 21 miles an hour as a steady and serviceable livery boat.

Anyone who figures that Seattle will not be represented in the Pacific Coast Championship speed boat races next summer has another think coming. For several years this city has been without a contender in these events, but this year a boat will be built which should more than hold her own with any of them, and

best of all, she will be distinctly a Seattle product from stem to stern. Schertzer Brothers, who last year raced the "Potlatch Bug," will be the owners of the new boat, which they will also build in their shop on the Lake. Stanley Miller, the Lake Washington gas engine expert, will design and build the engines and L. E. Geary will design the hull. All of these parties are well-known speed fiends and should turn out a craft that will be "there." The engine in the boat will be of higher horsepower than ever before installed in a boat of similar length.

NEW EARLY AND LATE LAUNCH.

Residents on the north and east side of the Island and Beaux Arts are organizing a company to operate a launch to land passengers at the park by 7:20 or 7:30 a. m. and leave Seattle at 6:30 p. m. These are the trips that Carman covered last summer. It will be a stock company capitalized at \$2,000 or \$4,000. Stock will be \$10 per share, half payable when charter is obtained, balance in 60 days. There is no intention to use the boat for any other regular trips whatever. Captain Anderson has offered his dock as a landing.

The boat will be built for this purpose by Gene Buckley, who will turn it over to the company at cost, \$400 to be paid him in money, the balance in stock. Buckley agrees to buy a home in Beaux Arts, live there and run the boat on the two trips mentioned. The boat will tie up over night at the village.

The object of the company is to guarantee a permanent service at these hours. Where there is one person whose work permits him to arrive at 8:30 or 9 a. m. there is a hundred who must begin at 8. This service will enlarge the scope of possible residents. It is the wisest kind of logic for any one to subscribe for stock in this company. The united backing of the residents themselves insures a dividend, making it an easy matter to dispose of stock.

It will be arranged by the company so fares paid by non-stockholders will make the trip comparatively inexpensive to the stockholders who use the boat.

Buckley is ready to build the boat upon a deposit of \$200, balance of \$200 more to be paid in 60 days. The charter will be applied for when the full \$400 has been signed up. To date \$305 has been subscribed, following being those who signed: Frank Calvert, C. R. Adams, James S. Ditty, C. M. Lewis, L. P. Tolman, H. H. Horton, J. A. Dunford, F. H. Fassett, A. L. Parker, W. E. Ziegler, F. L. Baker, E. W. Sears, W. P. Kingston, P. H. Sankey, C. O. Phillips, J. W. McDonald and Geo. E. Bryant.

The above statements are attested to as being correct by Frank Calvert, James S. Ditty, Eugene Buckley and Capt. Anderson.

Now all pull together, show that you are awake to your own interests and believe in seeing your community prosper and progress.

PRINTING COMMERCIAL STATIONERY
Nolan Print Shop
Fifth and Union Seattle