

8-3-1889

[The subject of the disposition of school lands has been under discussion by the State Teachers' Convention in session at Olympia] (Aug. 3, 1889)

Follow this and additional works at: [https://digitalcommons.law.uw.edu/waconst\\_news](https://digitalcommons.law.uw.edu/waconst_news)

---

#### Recommended Citation

*[The subject of the disposition of school lands has been under discussion by the State Teachers' Convention in session at Olympia]* (Aug. 3, 1889), ANACORTES PROGRESS (1889), [https://digitalcommons.law.uw.edu/waconst\\_news/1](https://digitalcommons.law.uw.edu/waconst_news/1)

This Anacortes Progress is brought to you for free and open access by the Washington State Constitution History at UW Law Digital Commons. It has been accepted for inclusion in Newspapers by an authorized administrator of UW Law Digital Commons. For more information, please contact [cnyberg@uw.edu](mailto:cnyberg@uw.edu).

The establishment of the brick making industry on Fidalgo bay, to which reference is made elsewhere, is something of which those having the interests of this section at heart may well feel proud, as this may justly be looked upon as the entering wedge for the establishment of other and greater industries hereabouts, and thus be the means of bringing in capital and giving employment to a large number of persons, and necessarily putting into circulation a considerable quantity of that which has been facetiously denominated by some one who has never had much of it, as the root of all evil. We venture the assertion that there is no part of Puget Sound that offers greater facilities for the establishment of profitable business enterprises, such as sawmills, sash and door factories, ship yards, smelting works, etc., than Ship Harbor and Fidalgo island. Here we have excellent sites, unequalled harbor and wharf facilities, an abundance of good timber and good water—all the necessary essentials for the successful operation of the enterprises to which we refer—to say nothing of our soon having rail connection with the outside world and the facility with which vessels of all drafts can now load and discharge their cargoes here. Persons looking for sites for the establishment of any of these enterprises would do well to visit Anacortes and Ship Harbor and they will experience no difficulty in verifying the statements herein made.

We wonder how the political bee is buzzing nowadays, and how many patriots there are in the great county of Skagit who are willing to sacrifice themselves for their country's glory (and perquisites) at the love feast to be held in October next. Our county exchanges are as mum as the historic clam on the political layout, and we are unable to glean even the suggestion of an intimation on this subject. But there is not liable to be any dearth of candidates, however, when the time comes round, and the grand army of chronic office-seekers about La Conner and the Skagit are doubtless already moseying around canvassing the situation. We intend keeping our eye on 'em, all the same, and will try and see that this end of the county gets a fair representation. The islands are getting too important to be longer ignored, as they have been, to a great extent, in the past. The island section of Skagit county contains just as good material for county and State officers as the Swinomish, Skagit or Samish, and party managers should see that they have proper consideration.

Notwithstanding all this palaver about the suspension of work on the railroad, there are many who think these reports are circulated for an ulterior purpose. We are not in a position to determine as to the truth or falsity of these reports, but our opinion is that there will be no cessation of work just yet. We learned indirectly, the other day, from one who ought to know something about it, that a ship loaded with rails was now en route to Ship Harbor, and that track laying would be commenced on her arrival, though it is declared by railroad officials that such is not the case. We can bide our time, however.

We learn that our friend John McGinn, the Demosthenes of La Conner precinct, has been tendered the position of Indian agent on Neah Bay reservation. It is rather a lucrative position, and we opine that the hardest work to be done there would be drawing one's salary. But you had better not accept it, Mac; you would have no possible chance to go to the Legislature or to Congress from that section, and the average Siwash has no appreciation of statesmen, anyhow.

So popular and profitable has become the route established by the O. R. & N. Co. between Portland, Puget Sound and British Columbia, that the company contemplate adding another steamer in addition to the two already plying.

The subject of the disposition of the school lands has been under discussion by the State Teachers' Convention in session at Olympia. A difference of opinion prevailed as to the proper policy to be adopted by the State. Professor Follansbee favored the immediate sale of the lands. None can be sold at less than \$10 per acre, and he estimated that the total sales at this rate would bring to the school fund \$500,000, the annual interest of which at 2 per cent would bring \$2,000,000 annually. He favored the immediate sale of the lands, because renting them was unfavorable to the cause of education, as it was money in the renter's pocket and not into the fund. He stated that quarter sections have been rented at \$10 or less and the tenants have grown wealthy upon them, while the lands have depreciated in value. He favored an equal distribution of the money to each school district, such as \$300 to each one, and the rest per capita by actual enrollment instead of from five to twenty-one years as it now is. He claimed this to be the greatest question before the Constitutional Convention.

There is no reason for alarm among the residents of the North Pacific country at the prospect of an early destruction of our timber supply. Puget Sound has 1800 miles of shore land, and along this line, miles and miles farther than the eye can reach, is one vast and almost unbroken forest of enormous trees. The forests are so vast that, although the saw mills have been ripping 600,000,000 feet of lumber out of them every year for the past ten years, the openings so far made are mere garden patches. It has been estimated that at the present rate of consumption there is enough to last a thousand years.

TIDE MARSH LANDS.

We note with pleasure the energetic efforts of our old-time friend, Hon. James Power, of LaConner, in behalf of the settlers on tide marsh lands, and from his long residence on the Swinomish, he is eminently qualified to explain to the members of the Constitutional Convention any matters relating to these lands in which they may be in doubt.

To our mind it would be nothing short of gross injustice to give to the State the ownership of these lands, in view of the fact that the settlers thereon have expended years of toil and thousands of dollars in reclaiming and diking the land in question without reaping any substantial benefit therefrom.

Mr. Power's resolution pertains only to those lands which are above the line of vegetation and which have been thrown open for settlement by the Government and patents granted to hundreds of actual settlers. Probably 60,000 acres on the lower Sound and at Gray's Harbor have been thus reclaimed, of which 20,000 are in Skagit county, along Samish river and the delta of the Skagit.

The proposition of Mr. Power is in substance a redeclaration of section 10, article XV, miscellaneous provisions of the Walla Walla constitution, which was: "All patents and grants of lands made by the United States to settlers and purchasers of tide lands shall be ratified and confirmed by the State."

"The chief argument relied upon in urging my proposition," said Mr. Power, in addressing the convention, "is that the possession of this land is not essential to the sovereign right of the State, as in the case of the tide lands and harbor flats, being above and beyond the margin of navigable waters. In the early history of the admission of States, tide, swamp and overflowed lands were given to the States for the especial purpose of reclamation by actual settlers, being regarded by the Government as worthless in their natural condition. But in the case of Washington Territory the United States did not so reserve them, but surveyed and threw them open for settlement under the pre-emption and homestead laws. It is claimed by those interested in the equitable disposition of the tide lands that each State is entitled to admission upon an equality with all others, and that if other States got all tide lands, these also should be reserved. But the Government has disposed of the marsh lands; actual settlers have taken them up and improved them in good faith, and it would be nothing short of an outrage for the State to claim ownership of them."

It should be remarked also that Mr. Power's proposition does not attempt to affect the question of riparian rights nor of any of the corollary questions which so immediately and vitally concern the cities of Puget Sound; but it is in the interest of the bona fide residents of the marsh lands.

THE RAILROAD CITY WILL BE LOCATED ON SHIP HARBOR.

The annexed article, taken from a recent number of that excellent paper, the Whatcom Reveille, is so entirely applicable to this immediate section that our contemporary will pardon the liberty we take in eliminating, interlining, etc. To our mind it reads ever so much better as here given, as any one familiar with Ship Harbor will readily concede:

1. Because Ship Harbor, as well as for good anchorage, is admitted to be one of the best, if not the very best, in the world.

2nd. Because the Harbor stands opposite the Straits of Fuca, and is on the direct line of trade between the ports of Asia and the cities of New York and London.

3d. It is one thousand miles shorter (considering the ocean current) from Yokohama to New York through Ship Harbor than it is via San Francisco and Chicago, or via Tacoma and Chicago.

4. It is seventeen hundred miles shorter from Yokohama to London, England, via Ship Harbor than it is via San Francisco and Chicago, or via Tacoma and Chicago.

England alone, it is said, pays one hundred million per annum for oriental products and manufactured articles, and as much more is no doubt paid by America and other countries, while the whole of this vast volume of trade must and will find the shortest, cheapest, safest and most expeditious route to the consumer.

Three hundred millions of people with busy hands are working every day producing tea, rice, spices and a thousand other natural productions, as well as silk, cashmeres, china and many other manufactured articles to be sold in America and Europe. All this immense production can reach the consumer quicker, safer and cheaper through Ship Harbor and across this continent than by any other route in the world. For this trade the only competitor we can ever have is the city of Vancouver, in British Columbia; but Ship Harbor has many advantages over it.

1. The distance by Vancouver will be greater by one hundred miles.

2. The channel through which vessels have to pass in going to Vancouver is dangerous, two large ships having been lost there within the past five years.

3. Ship Harbor has behind it 60,000,000 of the most enterprising and enlightened people in the world, with inexhaustible wealth, ready to compete for and carry off the whole commerce of the Orient, and deliver the products, in all parts of America, and Europe.

For the six months ending December 31, 1887, the steamer chartered by the Canadian Pacific railroad for the line between Vancouver and Yokohama and Hong Kong carried 21,495,994 pounds of imports to Vancouver, together with other freights and a large number of passengers, while the return cargoes were composed of lumber, flour, machinery, etc. The passengers going out being nearly double those upon the incoming voyage. The Canadian Pacific, encouraged by the wonderful results attendant upon the experiment, have now placed upon, or are about to place upon, this line a much larger fleet of new steamers composed of five times the number first chartered; and it is not an exaggeration to say that five thousand ships are needed to supply a trade which in its vastness is soon to strike astonishment into the commercial world.

Ship Harbor has a climate of unsurpassed loveliness, and it affords a charming site for a great city; the country around it is rich in forests, minerals and agricultural lands, while coal and iron abound in all directions and in inexhaustible supply.

The outlook for the Southern Pacific, as to carrying the products of the west to the Atlantic sea board, is hopeless, and the Northern Pacific will have to find a terminus nearer the Straits of Juan de Fuca, and straighten out its terrible bend from Lake Pend d'Oreille to Tacoma, before it will be relieved from the pressure of Canadian competition.

BELLINGHAM BAY NOTES.

Reville. Lots are selling rapidly in Fairhaven.

The Mt. Vernon Spring Water company has been incorporated.

E. M. Adams was married to Miss Caroline Bond at Blaine on Sunday.

Capt. Gilmore has been succeeded by Capt. John Fassell as master of the Mikado.

The ship Blue Jacket brought to Sehome last week 350 tons of steel rails for the B. B. & C. Co.

A number of attachments, aggregating some \$1200 or \$1500, were filed against the property of Fred Robinson, who has skipped.

The Fairhaven mill is running on full time, getting out timber for the trestle work on the line of the Fairhaven Southern road.

Richard Watkins, who owns a slightly piece of land on the shore of Lake Whatcom, will erect a fine hotel there.

The brick kiln, containing 400,000 brick, has been opened and found to be of good quality, and the work on the Fairhaven Land Company's new quarters, will soon commence.

The ferry boat Mikado, plying between Whatcom and Fairhaven, ran into and capsized a small boat near Sehome one day last week, knocking overboard a Jap named George Nelson, who was rescued, however.

Bacon & Forest, who have been running the Stenger restaurant, have flown. By perseverance and by not paying any bills, they succeeded in accumulating considerable buccle.

BUSINESS OPPORTUNITIES.

FOR SALE--STORE, WHARF, WAREHOUSE AND WAREHOUSE SITE, AT ANACORTES, SKAGIT COUNTY, W. T.

This property, situated at a central point on Ship Harbor, is now bringing in a good rental. It comprises the necessary ground, and business connections promising certain expansion. Two lots with 100 feet frontage have in front of them the same width of ground running to deep water—altogether comprising four lots.

Samish and Swinomish grain is now conveniently scooped by means of small steamers from the ranches to this wharf, and here transferred to the regular traffic lines at least possible cost. The site is suitable for a grain warehouse and ocean dock, adapted to handling of this grain. Buyer should be able to do a business of \$50,000 to \$100,000 a year since it is here and offering itself.

Price, \$5000; held open till Aug. 10th. Sale to include lease to J. M. Moore, running eleven months from date.

Apply at this office, or by letter to John Griffith, Anacortes.

SAW MILL SITE.

A first-class site offers itself for a 50,000 to 100,000 capacity saw mill at Anacortes, including the necessary water; situated on the reserved and improved lands of Anne C. Bowman; in the exact center of Ship Harbor, and in the center of the lands who will be built any town on Ship Harbor larger than a village.

For location and its advantages, conditions, etc., apply at this office, or by letter to John Griffith, Anacortes.

A SASH, DOOR AND SHINGLE FACTORY

For foreign shipment, employing about fifty hands, is offered a site, well selected for such business, on the Curtis place, at Lamb Creek, Anacortes. Selected with a view to expansion into a still larger house and furniture factory. Water supply. Track and probably station of Seattle & Northern. Apply at this office, or by letter to John Griffith.

SMELTING WORKS AT ANACORTES.

Capt. Newton's spit, more recently known as Weaver's spit, has been purchased with special reference to securing favorable grounds and conditions requisite for a smelting works company's location. The selection has been made by a mining engineer familiar with the operations and necessities of such works. A sufficient water supply, deep water shipping point, and railway track connecting north, south and east are united on this property, with room for expansion to any necessary extent. Apply at this office, or by letter to John Griffith, Anacortes.

"JACK OF ALL TRADES" SHOP.

The old blacksmith and carpenter's shop, wagon and wheelbarrow maker's shop, paint shop, shoe cobblers and tin shop and general tool house, which has subserved so useful a purpose at Anacortes—where tools were always to be had for the hooking of them—had to be dismantled for good and sufficient reasons. But the shop and all the non-portable tools are still there; and the necessity is greater than ever for a "Jack of all Trades" to attend to a varied and urgent business. For a boatman or boat builder of broad gauge, with a family, the place offers a chance worth taking. It is to let. Apply at this office, or by letter to John Griffith.

THE COMMISSARY'S STORE,

Just vacated by removal of stuff to Avon, originally Jack Dowling's saloon, now offers its hospitable shelter to the hardware man, or the vendor of notions, knickknacks, newspapers or drugs, among which real estate cannot justly be classed at present. It is large enough for a general store. Apply as above.

ALBERT TAYLOR,

NOTARY PUBLIC,

Anacortes, Wash.

Conveyancing, etc. All legal instruments carefully drawn.

OFFICE TO LET.

The building formerly occupied by Gray & Sharp, at Anacortes, suitable for Real Estate or Professional purposes. Apply to ALBERT TAYLOR.

ANACORTES NURSERY.

The Pioneer Nursery of Skagit County.

Offers for sale for the season of 1889-90 a large and complete stock of

All kinds of Fruit Trees,

Including all the leading varieties of Apples, Pears, Plums, Prunes, Cherries, Peaches and Apricots; also all kinds of Small Fruits and Grape Vines. Send for catalogue and price list. Address

GRAHAM BROS., Anacortes, Skagit County, Wash.

A. M. WHITE,

Civil Engineer and Surveyor.

Deputy County Surveyor.

All work promptly attended to. Platting of Townsites a specialty; Blue Prints.

Real Estate and Insurance

NOTARY PUBLIC.

Correspondence solicited.

WHITE'S LANDING, NEAR SHIP HARBOR, FIDALGO ISLAND, ANACORTES P. O.

J. M. MOORE,

AGENT FOR-

SHIP HARBOR

Townsite Company.

Deals from \$175 to \$400 each.

Timber Land bought and sold.

O. R. & N. CO.

TIME TABLE.

STEAMER GEO. E. STARR,

Through boat from Tacoma, touching at Seattle for Whatcom as follows.

Leaves Tacoma every Sunday, Tuesday and Thursday at 7:30 p. m.; leaves Seattle at 11 p. m.; leaves Whatcom, returning, at 5 p. m. Monday, Wednesday and Saturday at 7 p. m. Starr leaves Sehome and Whatcom for Blaine and Sequim every Friday at 1 p. m.

MAIL STEAMER HASSALO

Leaves Seattle Monday, Wednesday and Friday at 11 p. m. for Whatcom, touching at all landings. Returning leaves Whatcom at 5:30 p. m. Sunday, Tuesday and Thursday.

STEAMSHIP IDAHO.

For Whatcom from Portland every ten days. Will carry freight and passengers at reduced rates. For rates inquire of Agent, in the Purly building, Whatcom.

W. S. & T. Co's Steamers.

SEATTLE-WHATCOM ROUTE.

BOATS EVERY DAY.

Stmr. Washington, (Going direct.)

Leaves Seattle at 9:00 p. m. sharp Sundays, Tuesdays and Thursdays, arrives at Whatcom at 10 a. m. next day. Returning leaves Whatcom at 7 p. m. Mondays, Wednesdays and Fridays, arrives at Seattle at 10 a. m. next day.

Str. City of Quincy (Touching at La Conner.)

Leaves Seattle at 9 p. m. Mondays, Wednesdays and Fridays, arrives at Whatcom at 12 a. m. next day. Returning leaves Whatcom at 7 p. m. Tuesdays and Thursdays; Sundays at 7 a. m.; arrives at Seattle at 10 a. m. next day; Sundays at 7 p. m. GEO. S. JACOBS, Sec'y. D. B. JACKSON, President.

Anacortes Hotel,

ANACORTES, WASH.

G. A. Hlatt, Prop.

Board and Lodging at reasonable rates. Table supplied with the best in the market at all times.

J. M. MOORE,

DEALER IN GENERAL.

MERCHANDISE

ANACORTES, WASH.

A FULL LINE OF

GROCERIES,

PROVISIONS,

FEED,

DRY GOODS,

BOOTS & SHOES

CLOTHING,

HARDWARE,

TINWARE,

CROCKERY.

DRUGS, PATENT

MEDICINES

AT LOWEST PRICES

Country Produce

Taken in exchange.

Northwestern Express Company.

MAP

Puget - Sound

SHIP HARBOR

BEST EVER PUBLISHED.

FOR SALE AT THIS OFFICE

Price, \$1.25.