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## THE WEST SHORE.

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THE Oregon State election will be held on Monday, the seventh day of June. Three complete state tickets are in the field, republican, democratic and prohibition, and in many of the counties the latter party has also nominated a full county ticket or endorsed certain candidates on the regular tickets. There are also a number of independent candidates, especially in the county of Multnomah, which embraces the city of Portland. Taken altogether, the political situation is much complicated. As there is no national issue to steady the ranks of the two great parties, and as the strength of the prohibition vote is unknown, as well as the source from which it will come, the uncertainties of an election will never be better illustrated than at the polls next Monday. On page one hundred and seventy-three are presented portraits of the party nominees for governor. Hon. T. R. Cornelius, of Washington county, was nominated by the republicans; Hon. S. Pennoyer, of this city, by the democrats, and Hon. J. E. Houston, of Jackson county, by the prohibitionists. The interest naturally felt in citizens who have been brought so prominently before the public has prompted THE WEST SHORE to thus introduce them to its many readers.

So much doubt has been expressed of the practicability of rendering a canal or ship railway at Panama or in Central America a financial success, that a few statistics are desirable. During the year 1879, the total tonnage of vessels which entered and cleared from the Isthmus

of Panama, and from such Atlantic and Pacific ports as indicated the doubling of Cape Horn, exceeded two million nine hundred thousand. In 1885, this had increased to four and one-half million, a gain of fifty-four per cent. The same rate of increase would indicate nearly six million tons in 1890, the date of completion of the ship railway or Panama canal. It is calculated that at least one million tons of coastwise commerce would be created by the union of the two oceans, giving the route seven million tons the first year, provided all the vessels engaged in the trade chose this route to the old one around the Horn. The tonnage passing through the Suez canal increased four hundred per cent. in eleven years. It would seem as though a ship railway, costing less than seventy-five millions, could be made to pay a profit on the investment. Whether a canal, costing three times as much, could do the same, is another question.

ARRANGEMENTS have been perfected by the publisher of THE WEST SHORE for maintaining a scientific expedition during the summer, for the purpose of examining into a number of important subjects which have never been properly treated. Prof. W. D. Lyman will have charge of the party. He will first visit Spokane Falls, then Butte City and the celebrated Shoshone falls. Attention will then be given to the glaciers of Mounts Hood, Adams and Tacoma, as well as other interesting features of these great snow peaks, especially the caves in the vicinity of Mount Adams. The result of these investigations and explorations will appear in the magazine in a series of entertaining, instructive and profusely illustrated articles. This will be a feature of THE WEST SHORE for 1886, which will render the volume an especially valuable one.

SURVEYS have been completed of a road from Nampa, on the Oregon Short Line, to Bois  City and beyond. It will be standard gauge as far as Bois , from which point it will be continued up the river as a narrow gauge to the timber belt near the head of that stream. This will give Bois  the railroad facilities she needs, which may be increased in two or three years by a trans-continental road, if the prophets speak wisely of the intentions of the Chicago & Northwestern.

THE cyclone season has opened early this year in the East, and already one hundred and seventy lives have been lost and millions of dollars in property destroyed. When one reads of these and other climatic eccentricities, it is calculated to render him contented to live in a country where he is in no danger of being frozen in winter, broiled in summer, or scattered to the four corners of the earth by a frisky tornado.