

# West Shore

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The WEST SHORE offers the Best Medium for Advertisers of any publication on the Pacific Coast.

PORTLAND, OREGON, SATURDAY, OCTOBER 19, 1889.

HOW to build a large frame building within the fire limits is a problem that the proprietor of Cor-dray's Musee has apparently solved. To the superficial observer the process seems to be simple enough. A few posts are set in the ground and boards nailed on them, making a high fence. This is then covered with canvas. A little later some more posts are set on top of the first ones and more boards attached, making a two-story fence. Then the canvas is removed and a sheet iron roof substituted for the canvas, and lo! we have a two-story frame building covering a quarter of a block in the heart of the city. An observer not so superficial, however, may discover another step in the process, such, for instance, as a quiet, unostentatious, private interview with some one in authority. It would seem that if this were not the case, such fire traps would never be permitted in violation of city ordinances. Property owners would like to know a little more about this matter.

What will become of the great Comstock lode if the threatened litigation should result in locking up the Sutro tunnel for a year or two? For ten years these mines have been operated for stock jobbing purposes, and nearly every cent taken out has been put back into them to keep them going, and to close them now would let the bottom out of the San Francisco stock market. Perhaps this is not much to be deplored, but the cessation of work at Virginia City would be a great calamity, throwing thousands of men out of employment and robbing their property of the little value the collapse of the mining boom a few years ago left it. So long as the Comstock mines yield enough to pay the expense of operation, the continuance of work in them will be looked upon as a public blessing, supplying a livelihood directly to thousands of people, and maintaining a business and market that

supports thousands more. It is more than probable that the fight over the Sutro tunnel property will be so conducted as not to interfere with the use of the tunnel by the mining companies depending upon it.

Portland comes to the front with a genuine case of arbitration of labor troubles, in which the arbitrator plainly tells both parties that they were guilty of an attempt to infringe the natural rights of the other. This is generally the case in all instances of difficulty between capital and labor, each making a selfish and unequitable demand upon the other which can not be acceded to without surrendering a legal and natural right which ought not to be given up. The principles laid down in Judge Shattuck's decision in this matter should be carefully studied, not only by the plumbers' union and the master plumbers' association, of this city, but by all trades unions and organizations of employers as well. They lay deep the foundation of individual right that these combinations are prone to ignore and violate, simply because they have the power to do so and selfishness prompts them to use it.

Probably the most extensive maxillary railroad builder on the Pacific coast is Mr. J. T. Flynn, of Portland, whose various transportation routes cover many thousands of maps specially issued to show their location. His latest enterprise is reported in the dispatches from San Francisco, where he has "received assurances" that his projected road from Grant's Pass to Crescent City, to meet Donahue's coast line, will be built. We certainly hope that such a line, or any other that will aid in the development of Southern Oregon, will be constructed, but of more substantial material than Mr. Flynn's jaw bone.

Now in progress in Portland is the largest, most complete and most attractive exposition ever held in the northwest. The gentlemen who conceived and have carried out this great enterprise, as well as the citizens generally, have reason to feel proud of this successful crowning of the labor of the past two years. The North Pacific Industrial Exposition has come as a permanent institution, and each passing year will see it increase in volume, attractiveness and influence for good.

The San Francisco *Chronicle* is making a fight to secure a three-cent fare on the cable roads of that city. This is going too far, and is a movement in restraint of trade. What will the poor jurymen do if the profits of the companies are so cut down that they can no longer employ these gentlemen? Does the *Chronicle* desire to deprive a large number of respectable citizens of an honest livelihood?