

West Shore

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

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NOTHING has served to open the eyes of Canadians to the political bondage of that great country so much as the pan-American congress, from which she is debarred simply because, as a dependency of the British crown, she has no independent status, no national character. The United States government invited every independent nation in the western hemisphere to send delegates to an American congress, and there are now in this country representatives from every government on the continent, except British Honduras and British, French and Dutch Guiana. These are not in a political position to enable them to join with the others in a movement of this kind, but must depend upon the pleasure of their home governments. Not fully realizing this position a portion of the Canadian press has found fault with the apparent neglect of Canada in not inviting her to participate. When Canada becomes politically the master of her own actions, the United States will not only establish as cordial relations as her people desire, but will, if they choose, accept her as a most valuable integral portion of the great nation of North America.

A most far-reaching scheme is that said to be in process of consummation, the consolidation of all railroad lines in Washington west of the Cascades, except the Northern Pacific. Most of these lines, which reach every important harbor on Puget sound, as well as Gray's harbor, on the ocean coast, are in an incomplete state, and it is said that the new company will finish them as speedily as possible. All transcontinental companies will be given access to these terminal ports over the lines of the company on equal terms, thus placing the Canadian, Northern, Union and Southern Pacific on an exact equality so far as the ports of Washington are concerned, a privilege that will be extended to any other line that may

build to a connection with this system. Of course, the main line of this company would be the one to be constructed from Portland, and the fact that at Portland they will reach both the Union and Southern Pacific is the one that makes this project especially advantageous to the cities of Puget sound. Developments will be awaited with much interest, for there is apparently good reason to believe that a combination of this nature is almost, if not quite, effected.

And now comes Mrs. Mackay disgracing the fair name of American womanhood by suing the Manchester *Examiner* for libel, because, forsooth, it stated the well known fact that she once supported herself and children in a mining camp by washing the toil stained garments of the "honest miner." No true American, man or woman, should ever be ashamed of having gained a livelihood by honest toil rather than by the sacrifice of honor and virtue. It is the pride of our nation that any woman may occupy the highest position in the land, no matter what was her former condition, if she have the ability and accomplishments necessary to sustain her, and have preserved herself from contamination. It should be Mrs. Mackay's boast, rather than her shame, that in the days of adversity, in one of the worst portions of the country in which a woman could live, she gained an honest livelihood for herself and children, instead of following the example of thousands of others that surrounded her. The greatest men America has produced once toiled and battled for a living, many of them in most lowly and menial employments, and have no reason to be ashamed of the fact, nor should their wives. The lives of some of our noblest women have dignified and ennobled labor, and the American woman who is ashamed of an early life of toil is false to the truest womanhood of her country.

A Portland justice has taken the first step in correcting a most flagrant evil, and "timber cruisers" will find it to their interest to take warning by the fate of one of their number, who has been held to appear before the grand jury. There has been altogether too much piracy going on in our western cities by a class of land sharks who live upon the plunder of immigrants. It is practically impossible for a stranger, except at considerable expense and delay, to locate upon desirable government land or find a valuable timber claim; hence he falls an easy prey to the "cruiser," who, for a consideration of about \$50, offers to locate him on a desirable quarter section. There are men engaged in this business in a legitimate way, and that sum is a reasonable one for the services they render. Any immigrant will find \$50 spent in that way much better invested than a like sum for board and