

# West Shore

PUBLISHED EVERY SATURDAY.

L. RAMUELI, Publisher,  
 PORTLAND, OREGON, SPOKANE FALLS, WASH.,  
 N. W. Cor. Second & Yamhill Sts. Corner Main & Stevens Streets.

Entered in the Post Office in Portland, Oregon, for transmission through the mails at second class rate.

## SUBSCRIPTION RATES—Strictly in Advance.

One Year,	\$4.00	Three Months,	\$1.25
Six Months	2.00	Single Copies,	.10

Copy will be sent to subscribers beyond the term paid for. Accepted manuscripts will not be returned unless stamps have been sent to pay postage.

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

Saturday, March 15, 1900.

THOSE people who profess to believe that a union between the United States and Canada is not one of the probabilities of the future affect to see nothing important in the recent formation of an independence and annexation league in the dominion, whose first object is to secure its independence in 1892. There is but one really objectionable feature in Canadian annexation, and that is the fact that the province of Quebec, which would constitute one state, is composed of French Canadians having a language, customs and inherited prejudices radically different from our own. A united foreign element, living in one locality and controlling the legislation and destinies of an American state, would be something hitherto unknown to us, and most undesirable. Strange to say, this element is more inclined to favor annexation than the the Anglo-Saxons, who would be more easily transformed into desirable American citizens; but it is for reasons that show conclusively how serious a matter it would be to incorporate them into the body politic. They are restive under the effort to thoroughly Anglicize the dominion, and think to flee from that evil by uniting with us, where the evil they fear would be confronting them with tenfold power. If they join the American union they must be resigned to the inevitable divorce of church and state, the complete secularization of public schools, and the general conduct of affairs in harmony with the principles of the constitution. Greater dissatisfaction than they now feel with their fellow Canadians would undoubtedly be developed. This is the one great objectionable feature of Canadian annexation, but that it will be potent to prevent that union to which we are evidently drifting is very doubtful. The indications point to the gradual springing up on both sides of the line of a sentiment that will eventually result in political union, irrespective of perplexing consequences.

The construction of the proposed railroad across Siberia will lead to many important projects of a similar nature. Undoubtedly a line will be built in America to the Alaskan coast, with its terminus as near that of the Siberian road as possible. Such a road has already been proposed, and a company is endeavoring to secure a charter from the Canadian government. It is to run from Winnipeg through the best portion of the territories to the coast at Portland channel, the dividing line between British Columbia and Alaska; but this is not near enough to the Asiatic coast, and nothing but a line down the mighty Yukon to Behring's straits will answer the final purpose. It is even maintained by persons competent to judge that the straits can be bridged at a comparatively small expense, and the road made continuous from the Atlantic coast of America across three continents to the Atlantic coast of Europe. Still another result, and probably the first one, would be the construction of a system of railroads along the northern frontier of China. The popular prejudice and superstitious fear of railroads in that country has hitherto hindered their construction; but the government has determined to build them to connect the leading cities. It must recognize in this construction of a road by Russia along the border of the Celestial empire a danger that can only be met by supplying itself with a similar means of transporting and concentrating troops. This will be so imperative that the government can not pander to native prejudices any longer. With these roads once constructed and their benefit fully realized by the people, their introduction into every portion of the kingdom will speedily follow. In fact, the indications point to the Flowery Kingdom as the scene of extensive railroad construction during the next quarter century. With the introduction of railroads into China will naturally come a multitude of things that will entirely change the spirit of Chinese institutions.

Portland's interest in the question of pure water is not dead, and can never die so long as human eye can see and human tongue taste the peculiarities of "Willamette straight." Sentiment is strong on the subject, and during the late storms, when the water from the city pipes looked as though it had been drawn from a hog wallow, expressions of opinion of the governor's action in forcing it upon the people were neither mild nor smothered. Some went so far as to threaten to make the governor drink some of it, but wise counsels prevailed and the peace was preserved. Whether the question will again come up for legislative action next winter or not is doubtful; but one thing is certain, that the city of Portland must have a better supply of water some time, and ought to have it now.