

West Shore

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

Saturday, April 5, 1900.

PORTLAND has much to expect the present year in the way of substantial and valuable improvements. Work will be in progress upon an imposing city hall that will cost about \$500,000, on a chamber of commerce building to cost fully one-half that sum, on a library building costing about \$100,000, on a grand union depot for the accommodation of the Southern Pacific, Union Pacific and Northern Pacific, the cost of which will exceed \$1,000,000, upon a third iron bridge across the river, and upon a large number of costly and ornamental business blocks, factories, residences, etc. These are, however, rather evidences of the great prosperity of the city than promoters of it. The increase of its railroad facilities and its contributing support by the construction of new branch lines by the roads centering in the city, as well as new roads from the city itself, will be the most important features of its industrial progress. One of the most influential of these projects is the extension of the Hunt system of railway from the Walla Walla country through the Klickitat region and down the Columbia river to Portland, making the latter point the chief business office and general center and head of the entire system. An extension to Gray's harbor will soon follow, giving Portland direct connection by a road of its own with that fertile region and shipping port. A second project, already under way, is that of building a railroad between Portland and North Yakima, giving the city direct connection with the productive region of Central Washington, as well as the valuable timber and coal of the Cascade mountains through which the road will pass. The value of this line to the city, giving, as it will, connection with whatever road may cross Washington to Puget sound, can not be overestimated. Still another project well advanced is the extension of the lines of

the Union Pacific to Puget sound. A bill is before congress granting the company a charter for a bridge across the Columbia at Vancouver, for the construction of which arrangements have been made, and there is little doubt of its passage. The route has been surveyed and the work of construction will be commenced just as quickly as possible after congress authorizes it. Agents of the company are making arrangements for terminal facilities in such cities of the sound country as the road will reach, and it will not be long before that region and Portland will be bound together by another tie. There are other railroad projects centering in the city, including the extension of the Southern Pacific to the sound, but none of them are sufficiently developed to be declared a work of the present season. A most important project is that of a semi-monthly line of steamers between Portland and the ports of Japan and China, which will begin operation the first of June. The effect this will have upon the trade of the city can not fail to be very great, and with the powerful Union Pacific behind it the line will play an important part in the trans-Pacific trade. No city on the Pacific coast, not even San Francisco, has the railroad advantages of Portland, and the Oregon metropolis will soon rival the city at the Golden Gate in marine transportation as well. It is less than seven years since the first train from the east entered Portland, and now this city is the greatest railroad center on the Pacific coast, with better immediate prospects of more than any other. The citizens have reason for their faith in the continued and increasing prosperity of the metropolis of the Columbia basin.

War to the knife in the republican camp, little knots of men gathered on street corners, in hallways and within the sacred walls of the private office, knowing nods and winks, the oft repeated "We've got 'em," have been the leading features of Portland's life the present week. To-day the primaries are held, and the forces that have been marshaling and maneuvering will join battle and not cease the struggle till the going down of the sun. If the result shall be purer politics in Portland, which means purer in Oregon generally, every honest man, of whatever political persuasion he may be, will have cause to rejoice. If the struggle shall force the nomination of good men for the legislature, and these in turn shall be instrumental in securing the much needed reform in our election laws and system of balloting, the occasion for rejoicing will be still greater. There can be no permanent overthrow of political bossism without a radical change in the state electoral system. That is what the next legislature will be asked to give us, and only men should be sent there who are known to favor the measure and who will demand it.