

# West Shore

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

Saturday, May 31, 1890.

WHAT are the states of the northwest going to do to properly represent themselves at the World's Fair in Chicago? Already California, with her usual enterprise and her custom of doing things on a grand scale, has begun the work of preparation. The state board of trade has taken hold of the matter and is laying the foundation for a display of the state's resources that will command universal attention. Even Nevada has begun to move in the matter. Let the Portland chamber of commerce, as the largest body of representative men in the state, invite other cities to send delegates to a preliminary conference, at which the general character and scope of the display to be made can be discussed and a systematic effort set in motion. Seattle, Tacoma or Spokane can in a similar way take the initiative in Washington, Butte or Helena in Montana, while in Idaho it naturally falls to the lot of Boise City to take the lead in this movement. This ought to be done, and done now. There is none too much time, if it be desirable to do something that will attract attention in such a gathering of the world's products as will be seen in Chicago. To go to the World's Fair with such a handful of stuff as Oregon sent to New Orleans would be like emptying a cup of water into Niagara's mighty flood. Let us see for once if we can not get near the head of the procession instead of following along behind it in the dust.

The visit of Charles Francis Adams to the Pacific coast has been a most important one. He has looked carefully over the field covered or coveted by the Union Pacific, and has inaugurated measures that will aid materially in the development of the northwest. Perhaps the most important feature is the definite decision to extend the Union Pacific to Puget sound, under the

name of the Portland & Puget Sound railroad. Right of way and extensive water front and terminal facilities have been secured in both Tacoma and Seattle, and the latter city will, for a time at least, be the farthest point north on Puget sound reached by the Union Pacific. Machine shops for that end of the line will be built at Seattle. The bridge across the Columbia at Vancouver, including the trestle on the island, will be more than a mile long. Work on the road will be commenced in a few days, and will be pushed with the energy always displayed by that powerful corporation. That Portland will gain immensely by a new line to the sound is very evident. It adds one more spoke to the railroad wheel of which she is the hub. That Tacoma, Seattle and other sound points that will be reached will reap great benefit from having a new transcontinental road enter their limits over its own track is equally patent. The Union Pacific has determined to cover Oregon and Washington with its gigantic system, and wealth, population and industry will spring up in its path.

A special counsel employed to collect forfeited bail bonds in San Francisco Chinese habeas corpus cases, has reported that in most cases the bondsmen are purely fictitious, and in others are "execution proof." He advises that cash bail only be received in Chinese cases. The fault is not with the Chinamen, as an examination of the bail bonds of other criminals will amply show. It lies with the dishonest practices of members of the bar and the perfunctory way in which judges discharge their duties in this particular. And this brings us down to the root of the difficulty—the dishonest and criminal practices of attorneys, which could be, and ought to be, stopped by the bench and more respectable portion of the bar. Every railroad wrecked, every trust legally betrayed, every jury bribed, every straw bondsman put up, every perjured witness placed upon the stand, is directly chargeable to the bar as a sin of commission and often to the bench as a sin of omission. The legal profession supplies the brain that conceives these crimes against society and the knowledge that renders them effective and "legally" safe. So far has this gone that "law" has ceased to be a synonym of "justice," and the blind goddess, instead of being represented with sword and scales, should be depicted bound to the rocks with the bands of the law and in the power of the dragon as embodied in the person of lawyers who work "strictly for coin."

One of George Francis Train's criticisms upon San Francisco is that "she is too respectable." Of course, to be sure; but, then, just give her a little more time and the "pugilists' paradise" will remedy that great defect.