

West Shore

An Illustrated Journal published every Saturday by the West Shore Publishing Company, Portland, Oregon, and Spokane Falls, Washington.

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Subscription Price, \$4.00 per Year. Single Copy, 10 Cents.

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

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

SATURDAY, DECEMBER 6, 1890.

WEST SHORE for December 13 will be the holiday number, double the regular size and beautifully illuminated in colors. It will be the handsomest publication of any kind ever issued on the Pacific coast, and will rival the Christmas edition of any illustrated paper in the country. The usual price of holiday issues, twenty-five cents, will be charged, and those desiring extra copies should order them at once. All regular subscribers will receive this number free, also all new subscribers for 1891 until the issue is exhausted.

Winter has not yet sent in his card.

Congress has reassembled and immediately there are announcements of three prize fights.

The present position of the republican senators and the elections bill is like that of the man who had hold of the bear's tail and found it hard to let go.

The first "heaviest gale known for years" has already occurred on the Atlantic coast off Halifax. With such an early start there ought to be at least a dozen "heaviest" this season.

If President Harrison could have given "Rus." a four-year sleeping draught he would have saved the administration considerable annoyance from the commercial instincts of that enterprising gentleman. Rus. evidently looks upon the presidency as a family perquisite.

At last Minister Misner, who disgraced himself and dishonored his country in the Barrundia affair, has had his disgrace officially confirmed and been recalled from his mission to Central America. The extreme deliberation of the state department has lost what little prestige the recall of the unfaithful servant might have given us. Prompt action should have been taken to show that the American flag has both the will and power to protect all beneath its folds.

The Parnell squabble justifies a reprint of the Kilkenny cats story for the edification of the rising generation. There is more or less similarity in the cases of Parnell and our own silent statesman, Quay, and the mistake of keeping either of them at the head of his party is evident. When a man's personal reputation becomes so unsavory that he repels rather than attracts, it is time to depose him from leadership, and the fact that he endeavors to hold on when the dictates of patriotism should impel him voluntarily to retire, is one of the best reasons why he should be dethroned.

Some idea of the delightful weather of the past month can be gathered from the following summary of the U. S. signal officer at Portland for the month of November: Cloudless days, 16; partly cloudy days, 9; cloudy days 5; days on which .01 of an inch of rain fell, 8; total precipitation half an inch, or 6.28 inches less than the average and the least of any November on record; highest temperature, 73 degrees; lowest, 30 degrees on 16th and 19th; mean 47.2; killing frost on 6th with thermometer at 32 degrees. There are now indications that the long-delayed rain is at hand and that the ground will soon be in fine condition for cultivation. Roses and all kinds of hardier flowers are in full bloom in and about Portland.

The advantages of the water level route down the Columbia for the wheat of the inland empire over the mountain route to the sound, were never better stated than by Superintendent McCabe of the Northern Pacific, in an interview published in the Tacoma papers. He said: "We can't move more than 120 cars a day over the mountains on a single track. There is a tremendous grade between Tacoma and Ellensburg, and that makes travel hard. If that grade was not there we could improve things considerably. In crossing the mountains the grade is so great that it takes two large engines to move a train of ten cars. If we had all the engines be-

tween here and New York we could not move all the cars over a single track." This is the situation in a nut shell. The Columbia river is the route designed by nature as an outlet for the products of that region, and all efforts to force them over the mountains must be extremely costly and to a degree futile. The Hunt road down the Columbia should be built at once.

Testimony before the congressional committee on immigration at its session in Portland was somewhat conflicting, though the weight of it was against the desirability of Chinese as residents of this country. While WEST SHORE is of the opinion that the absence of Chinese would be a blessing, it does not base its views upon prejudice. It does not object to the Chinaman because he works steadily and saves his money. Indeed, these are the only redeeming traits he possesses. Would that Americans, both native and manufactured, would emulate his example in this. If they did, one of the greatest causes of sin, misery, poverty and woe would be removed from our midst. The great reason for objection to the Chinaman is that he is a representative of an alien and absolutely unreconcilable civilization. He is not, and never can be, Americanized. He never can become a useful citizen, and it is citizens we want in this country, not mere industrial slaves. America's strength and boast are her intelligent free labor and manhood. It is our pride and the very essence of our national life, that labor is honored and dignified and the laborer is paid for his toil enough to enable him to live in comfort with his family and enjoy the natural pleasures of life. Inasmuch as the Chinaman's presence here tends to lower this standard and degrade labor; inasmuch as his method of living is beneath that our civilization and customs demand; inasmuch as the competition of his labor with ours tends to draw us down to his level, he is undesirable, and the sooner the country is rid of him the better. It is no argument in his favor to say that we have other elements that are undesirable. If a man has a sore eye does he neglect to cure it because he also has a sore foot? It is true that we have representatives of other nationalities in our midst, chiefly congested in eastern cities, that are doing us an incalculable damage as a people, and every effort should be made to rid ourselves of them, or, at least, to prevent an increase of their numbers. They not only degrade our labor, increase crime and immorality, but through our own reckless error in giving them the ballot add a corrupting and corruptible element to our politics that is a disgrace to our national manhood and a serious menace to our free institutions; but this is a question distinct from the Chinese issue, and as they are separate and can be treated apart from each other, let us not confound them, but give each the attention its gravity deserves.

Considerable space is given this week to three subjects that bear a more or less close relation to each other and are all of prime importance to the Pacific northwest, and especially to Portland. They are the Nicaragua canal, the wheat blockade and the manufacturing interests at Oregon City. Nothing so emphasizes the necessity of a shorter route to European markets as the present congested condition of the wheat market. A voyage of six months to convey wheat to Liverpool is too long to satisfy the conditions that now prevail. It is impossible to secure enough tonnage to accommodate the crop. Were the voyage reduced one-half in length—and the Nicaragua canal will do more than that—the same tonnage would carry almost twice as much grain. Vessels would not be tied up so long with a single cargo. This, however, is not the only trouble. There is a woeful lack of facilities for conveying grain to the seaboard from east of the mountains. Another crop next year of equal average yield to this will produce a still greater blockade unless great improvement be made in facilities for handling it, since the acreage increases largely every year. The absolute necessity to Portland, and the interior as well, of the construction of the Hunt road down the Columbia can not be stated too strongly. Unlike other roads that have been built in the west it is behind the demand. It would pay from the first day it began operation. The situation also calls for the opening of the river as the only permanent relief, and it is gratifying to know that the bill for a boat railway at Celilo will be pushed vigorously in congress this winter. Intimately connected with these subjects is that of the manufacturing industries at Oregon City, where is to be found the greatest available single water power in the United States. With the canal open for traffic, so that markets on the Atlantic coast may be reached, there is no reason why this magnificent power should not be utilized in preparing the products of this region for the general market. No seaport city in the world has at her very door such a wealth of energy for manufacturing purposes as Portland possesses in the falls of the Willamette, and it is inevitable that enormous manufacturing interests shall spring up there; and the business men of Portland should aid those of Oregon City in their efforts to secure them, since the greatest benefit will in the end be reaped by the metropolis. The national board of trade will convene at New Orleans next Monday, and the delegates from the Portland chamber of commerce will call for a discussion of the Nicaragua canal question with the object of doing all possible to assist that great enterprise and awaken the people to its national importance.