

## The Illustrated West Shore.

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SATURDAY, APRIL 18, 1891.

Beginning with this number of the WEST SHORE, Mrs. A. S. Duniway will conduct a department in which the cause of womankind, politically, socially and morally, will be a prominent feature. Mrs. Duniway needs no introduction to the readers of the northwest—or the nation for that matter. She is well known as a leader in the cause for the advancement of women. Her work will be a regular feature of the paper, and so conducted as to be fair but vigorous always. The WEST SHORE offers this as one of the elements which make a public journal influential. This department is made possible by the addition of four pages to the size of the paper, and we are confident that the work will add to the interest of the paper among the people at large. Matter intended for Mrs. Duniway's department should be addressed to her at this office.

### THE UNGUARDED FRONTIER.

The laws designed to regulate immigration into the United States will fall short of conferring the benefit intended as long as the inspection is so imperfect on the Canadian and Mexican frontiers. It is difficult enough to guard against the clandestine importation of dutiable goods, but infinitely more so to prevent unlawful immigration across the boundary.

Large numbers of prohibited Chinese have entered the United States by way of Mexico and Canada since the law restricting Mongolian immigration was enacted. Indeed, it is alleged by some authorities that entrance into this country overland is so easy that comparatively few of the yellow race attempt to get in through the usual channels. Considerable trouble is experienced on the northern frontier by reason of the fact that Chinamen caught in the act of coming from British Columbia into Washington and Montana can not be legally returned to British territory, except upon payment of \$50 a head. Thus on this side of the border the contraband Chinaman is a prisoner, and he will not be permitted to land in the province until the government receives the per capita tax fixed by law, and which, of course, neither the Chinaman nor the United States will consent to pay. This is the cause of much vexatious quibbling.

Now that a law to keep the most objectionable European emigration from this country is in force, the same trouble threatens the eastern states that has been experienced in the west. The system of inspection at the international boundary is weak. The districts are too large to be well patrolled by the force employed. In each of three districts on the New England boundary it is estimated that 6,000 ineligible European immigrants will enter the United States by way of Canada, in spite of the best efforts of the inspectors to enforce the laws. If this be true, the law that was expected to cure some of the plagues of America—or at least permit the bodies politic and social to largely heal themselves—will become a practical nullity. The following from a European correspondent shows that there is a disposition on the part of foreign nations to contribute to the observance of the new United States law, but if this country proves impotent to enforce its own statutes the others will soon relax vigilance:

The news of the new American emigration laws has caused much stir at the depots of emigration for America. In Hamburg the steamship lines are conducting a careful inspection of the emigrant passengers, and in British ports the examination is more than the superficial formality it used to be. In Sweden, it is stated, the authorities propose to revive the old rule which has fallen somewhat into disuse, of allowing no one to leave the country as an emigrant without a certificate of good conduct and of educational qualifications (from the pastor of the parish). In the country parts of Sweden this rule still prevails and is strictly enforced, but it is somewhat neglected in the large cities, especially Gothenburg. In Italy it is proposed to withdraw from America entirely the blessings of Italian emigration, or at least to seriously restrict it.

The Canadian and Mexican frontiers need better inspection and better facilities for enforcing federal laws. Unless greater vigilance is exercised in

this direction, it is of small account to frame statutes to keep out the vicious, ignorant, indigent or diseased who are hither bound. The customs service would be infinitely improved, too, by increasing the force on the international boundaries.

### OPEN THE RIVER.

The Columbia river should be open for the use of commerce from the heart of the northwestern inland empire to the sea. The natural barriers to free navigation in the channel of the stream should be removed or circumvented. The inland country cannot expect to thrive to the degree that its location and marvelous productiveness entitle it until the influence of water transportation to the coast is secured. This can only be brought about by making the river practically a free channel.

It is gratifying to see this matter receive the vigorous treatment that was accorded it last week at the meeting held under the auspices of the chamber of commerce in this city. Not only was the subject discussed in all its bearings, but steps were actually taken that place the enterprise on a business basis, and give promise of bringing practical results to the people who need relief. It was agreed to incorporate under the laws of Oregon, with a capitalization of \$2,000,000. The incorporators named are well known men connected with large business enterprises in the country to be affected by the proposed improvement, who will carry confidence with the project and insure the best results. It may confidently be asserted that relief for the producers of eastern Washington, eastern Oregon and Idaho is now in sight, and it is hoped that it will be consummated in time for this year's grain harvest. But it must have hearty support. The plan is to make the stock a paying investment, and thus rescue the scheme from the appearance or effect of a gratuity. It is to be a business enterprise throughout. When the portages past the hopelessly unnavigable portions of the river shall have been completed steamers will be built by the corporation and put on the river to handle the traffic unless private enterprise shall have provided this feature of the contemplated relief. The Columbia will then be open to Priest rapids, a distance of about 500 miles from its mouth, and there will be river transportation from Lewiston, Idaho, on the Snake, 600 miles to tidewater. The river will then exert its proper influence on commerce, and the effect on present freight rates will be little less than revolutionary.

Our esteemed friends, the dagos, are in a hard streak of luck. That New Orleans episode was rather discouraging to one of their transplanted industries, and the whole Italian nation is having fits over it. Then a large company of King Humbert's faithful was sunk in the Mediterranean on the way to the promised land, America, and the survivors of that mishap were delayed so long by it that the new immigration law of the United States barred many of them out. Since the law went into operation, a considerable number of Italians have been sent back to the sunny land of their nativity. In Pennsylvania half a score of them were cut down in a labor riot. On the Pacific coast there have been a number of instances lately where Italians were refused naturalization papers on account of their gross ignorance and admitted infidelity to this country. But they continue to land in New York at the rate of about 6,000 a month with their hand organs, monkeys, silletoes, etc.

San Francisco is a great city. It has had a brilliant and romantic history and the circumstances of its growth have made it known all over the world. But it is losing the distinction of being the only Pacific coast city of importance which it has so long enjoyed. The development of the country to the north and to the south has built up important cities on both sides of the metropolis, and it is doubtful if the bay city will be far ahead of its enterprising sisters a quarter of a century hence. Portland has already taken much of San Francisco's former northern trade, and having three transcontinental railways it will continue to command the market. The Puget sound cities will also claim a share of the business that has made San Francisco great. Los Angeles and San Diego, on the south, are active competitors with the big city for business in that direction. The Southern Pacific controls all the railway lines leading from the Golden Gate.

Italy's three or four formidable war vessels have been greatly overworked lately by the newspapers that wish to "point a moral and adorn a tale." Those who really know something about those floating terrors and whose judgment is worth anything on the subject are not quaking very alarmingly at the thought of a conflict in which the American and Italian navies shall come in contact.