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THE history of the Northwest is one of steady development, and this is as true of journalistic enterprises as it is of any other form of industry. Ten years ago its present publisher founded THE WEST SHORE, and its progress upward from the extremely modest sheet first issued, with its small circle of friends, to the large illustrated magazine of to-day, with its thousands of readers throughout the whole Northwest, has been continuous and gratifying. Its field of usefulness is constantly widening, and in order to more fully cover it and fulfill its mission, it has determined upon making a decided advance step. Hereafter THE WEST SHORE will be published simultaneously from Tacoma and Portland. The Puget Sound country is a magnificent region, developing with wonderful rapidity, and must necessarily create a metropolitan city of its own. For this reason the publisher considers THE WEST SHORE as more acceptably representing the Northwest and doing greater justice to its patrons when issued from both Portland and Tacoma, the Puget Sound terminus of the great Northern Pacific Railroad. Representatives of the magazine may be found in both cities at the address given in the card at the head of this column, and communications by mail may be sent to either office.

TIME was when the future greatness of Tacoma was apparent only to him gifted with prophetic vision; but that time is past. There is no more need of seers and diviners. Tacoma has emerged from the obscurity of prophecy and stands in the broad light of day for all to gaze upon. Upon her walls is written in letters so bold, that "he who runs may read," the assurance of her future. With a population exceeding seven thousand; with imposing public and private edifices; with a grand hotel second in no respect to any on the Coast; with complete systems of gas and water works; with great ter-

minal facilities already completed; with her name and destiny heralded throughout the land as are those of no other city in the Northwest, and with the line of the Northern Pacific rapidly approaching her from across the Cascade Mountains, she has emerged from the labyrinth of doubt and uncertainty, and with the goal fairly in view has entered upon the straight course leading to the prize. Her prospects are brilliant, indeed. The Puget Sound country is a magnificent region, which must become more wealthy and populous yearly for many decades to come. But it is not this which assures the greatness of the terminal city. It is her position as the actual seaport terminus of a great overland railroad, the point of interchange between the commerce of the sea and land, the great receiving and distributing mart for a large, populous and rapidly developing region, which determines the measure of her growth and prosperity. This is now plainly apparent, especially to him who comes from a distance and, exempt from local prejudice or conflicting financial interests, calmly views the situation. There are, however, many who cannot view the subject from such a dispassionate standpoint. The smiles of incredulity with which they greeted the pretensions of Tacoma a few years ago still linger upon their countenances. Some of them visited Tacoma in her infancy, when a few hundred people were holding the ground in cheap frame structures, while the streets were given over to stumps and mud. They and their friends who see through the same glasses cannot eradicate that picture from their minds. They cannot realize the change from stumps, mud and shanties to fine thoroughfares and imposing brick edifices, nor can they appreciate the rapidly growing business importance of the terminal city. They probably never will until its magnitude forces from them a tardy acknowledgment of its existence and makes them regret their lack of perspicacity to perceive and take advantage of that which was so self-evident to others.

TACOMA is simply awaiting the completion of the Cascades Division of the Northern Pacific to become in fact, as well as in theory, the actual terminus of that great transcontinental road. Arrangements have already been made to put on a line of Asiatic steamers as soon as that event occurs, and thus at once set the stream of foreign commerce flowing through the new channel. A large proportion of importations from the East by rail will also go to the terminal city for distribution. Its situation will be such that jobbers and wholesale dealers will find it to their advantage to establish themselves there. Already several Portland and San Francisco houses are considering the question of opening branch establishments in Tacoma, and no doubt such of them as have enterprising and far-seeing business men at their heads will soon take the initiative. Such branches will thrive and ere many