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THE WEST SHORE.

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WITHOUT ceremony or previous announcement, THE WEST SHORE has moved into more commodious quarters. A large increase in the number of its employes, and a material enlargement of its facilities by the addition of much new and heavy machinery, rendered it necessary to have more room for every department, from the artists' studio to the bindery. This has been accomplished, and now, after the usual labor and annoyance of moving an establishment long settled in one place, THE WEST SHORE is comfortably located at 171 and 173 Second Street, corner of Yamhill, where it will be pleased to receive its friends and introduce them to the mysteries of publishing an illustrated magazine. Visitors will be able to trace the work of producing a large colored supplement from the making of the original sketch to the completion of the picture, and the regular illustrations and printing from the plain white paper to the bound copies.

THE publisher has received so many verbal and written compliments upon the colored supplement of the Portland High School, issued with the January number of THE WEST SHORE, that he has decided to give other supplements from time to time. A splendid colored lithograph of Mount Hood is in preparation, also a large bird's-eye view of the State of Oregon. The latter will be given to yearly subscribers only, since the cost of its production is too great to admit of its sale with single copies. All regular subscribers will receive a copy free, and one can be obtained in no other way. Its enlarged facilities enable THE WEST SHORE to produce these magnificent colored supplements in addition to its regular illustrations, and though to accomplish this the publisher has gone to great expense, subscribers will receive the benefit without extra cost of any kind.

It is said that the policy of the Canadian Pacific Railway will differ radically from that of other transcontinental routes. It will not make local traffic secondary to through business, but will do all within its power to build up the interior points and develop the country along its route, expecting the increase in local traffic, which will be permanent and reliable, to more than compensate for any through business that may be lost. That this is the wisest course seems clear to all but railroad men. The latter, to be sure, are presumably the best judges of how to manage a railroad, yet, possibly, having imbibed radical ideas on the subject, they may be unable to look at the matter as comprehensively as one who has not already been educated to view it from a particular stand-point. The history of railroads in the United States shows that the most prosperous roads are those which have the greatest local traffic. This is so self-evident that it is a mystery to the uninitiated why our great transcontinental routes deliberately discriminate against local traffic, and retard the growth of their tributary country, for the privilege of fighting with competing lines for through business. It will take a number of years for the Canadian Pacific to demonstrate the superiority of its policy, but even before that is done, other roads may be wise enough to begin laying the same firm foundation for future prosperity.

SO GREAT have become the stock interests of the West, and so rapidly have range cattle increased in numbers, that many thoughtful men express the opinion that in the future there will be a steady decline in the price of beef, and a corresponding reduction in the profits of the stockmen. This opinion does not seem to be well founded, since it views the increase in cattle without comparing it to advancement made in other directions. Statistics show that in 1860 the United States had eight hundred and fourteen cattle for each thousand of inhabitants. Four years of wasteful war decreased the supply to such an extent that in 1870 there were but six hundred and eighteen. Ten years of great prosperity and wonderful increase in the stock business of the West failed to restore the rate of 1860, and in 1880 there were still but seven hundred and seventy-two to each thousand people. Not only is the population of this country increasing at a rapid rate, but the proportion of those who eat meat regularly is increasing, these two keeping the demand fully abreast of the supply, even when foreign markets are not considered. The demand for canned meats which a great European war would create, is another factor, which, though not a definite one, must not be lost sight of. Another fact which will have a large influence in the future, is the rapid settlement of the West and the inroads homesteaders and preceptors are making upon the ranges. The limits of expansion of the range industry in the United States are almost reached, while the work of contraction has already begun.

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