

deeds of others. The sources of the river, as is well known, are scattered all through the snow-clad mountains, and for eight months each year it is swollen to a continuous flood. During the remaining four months the volume of water is much reduced, but even then it is great enough, and has proven itself great enough, to run the industries now established, with a margin of untold promise besides. The peculiarity which contributes so largely to making Boise City a very desirable location for manufactures, is the rapid fall of the river, it averaging not less than eight feet to the mile. It admits of what probably would be unparalleled in the history of manufacturing, namely, that within any given five miles, five manufactories could be operated with the same water. The supply of water, in the light of actual experience, and the fact that the conditions admit of the repeated use of the same water, is practically inexhaustible. The cost of excavating ditches, and of water wheels, is nothing, compared with the initial cost of engines and boilers, and the subsequent expense of maintaining a supply of coal, even in districts where the supply of coal is unlimited. Or water can be secured from the ditches already excavated, at a small expense in comparison with that of coal. A wooden manufactory here would not only be in the midst of an unlimited supply of material, but also, in the center of a market extending hundreds of miles toward all points of the compass. A quartz mill and smelter, a tannery, paper mill, and many other industries, once established, would enjoy many special advantages. There will be no trouble about shipping the products to market. There will be a railroad here before any of the manufactories mentioned could be erected.—*Boise Statesman*.

**HARRIER COLUMBIA IMMIGRATION.**—Every indication points to a large immigration to British Columbia during the present year. The completion of the Canadian Pacific railway, and the ease and facility with which this province and coast can now be reached, has brought British Columbia into great favor with intending emigrants in England. The fame of our climate has likewise had much to do with creating so favorable an impression in the minds of hundreds who are leaving the congested centers of population in England, to make for themselves a home in this, to them, remote portion of Her Majesty's dominion. Always on the alert to take advantage of every opportunity that presents itself, the management of the Canadian Pacific railway on this coast has decided upon

a plan that commends itself to the new comers. Realizing the inadequacy of the accommodation made for the reception of immigrants, both in this city and on the mainland, that company has decided upon erecting a large and commodious home at Vancouver, for the reception and housing of immigrants and their families, until such times as they can provide homes for themselves and secure either land whereon to settle, or employment. Every regard will be paid to the comfort and health of those coming to the province of the midnight sun, and making it their home and country, by adoption, for the future. Guides will be provided for land hunters on the island, as well as on the mainland. Incoming trains will be boarded in the mountains by special agents, whose duties shall consist entirely of giving passengers en route every possible information about the country. This, indeed, will be an acceptable move, and tend, still further, to popularize the Canadian national route. It has been demonstrated, that on arriving on this coast and not finding things generally so agreeable, or of the rose color so vividly painted by emigration agents abroad, the new comer becomes dissatisfied and hies himself across the sound, in hope that a better condition of things will be found.—*Victoria Times*.

**PUGET SOUND TO GRAY'S HARBOR.**—Mr. John Campbell, of Port Blakely, was in Seattle Monday, to see Mr. Simpson and notify him that the company would be ready for him to commence work on the extension of the Puget Sound & Gray's Harbor road by the end of the present week. Mr. Campbell refused to talk with the reporter, relative to the intention of the company, but a gentleman equally as well posted on their intentions said: "I have it from the very best source, that before snow flies, the waters of Puget sound will be connected with those of Gray's harbor by bands of steel. It is only thirty miles from the present terminus of the road to deep water on Gray's harbor, and the route is by no means a difficult one to build a road through; in fact, a great portion of the way, it would be very easy work. This road will penetrate one of the finest timber belts in the United States, besides affording the wonderfully productive Chehalis valley an outlet on Puget sound, and a market for its products. There is no question about the road paying, and it would be the means of opening up and developing a vast region of country now almost unexplored. The people of Gray's harbor and the Lower Chehalis are now dependent upon Port-