

ranges, the richest of farming valleys and uplands and manufacturing sites in untold number. For the most part it is well watered, and it has a temperate climate. The country has an infinite variety of surface characteristics. The section having easy communication with Colville, which is the nearest railway point, is most in favor now, and that town, because of its advantageous location and its enterprise in improving its advantages, is likely to remain the central business point for that promising territory.

There is a considerable stretch of productive American soil between Colville and the British boundary. On the Columbia river is probably the best farming land in Northeastern Washington, and much of it is unoccupied. The Colville valley itself is a farming section of importance, and its trade, of course, centers in the city of Colville. But on the Columbia is a much larger area, and it is adapted to fruit raising and the production of such semi-tropical crops as peanuts, sweet potatoes, sorghum cane, etc., as well as the usual cereal staples. Then across the river, on what is now the Colville Indian reservation, is a large tract of timber, mineral and agricultural lands that will soon be thrown open for settlement. The only available outlet for that entire region is by way of Colville.

As Colville possesses the only smelter within a radius of about 400 miles, it is the commercial center of that and the adjoining mining districts. While high grade ore may be shipped to distant smelters at a profit, there is always a large quantity of good ore that will not bear heavy transportation charges which must needs be left unmined unless there is a smelter at hand to reduce it. The smelter at Colville makes the development of low grade producers profitable, and by that means a great deal of rich ore is found that would otherwise be unknown. Miners assert that there is more ore on the surface in the Colville district than in any other mining region on the Pacific slope. But capital is needed to obtain proper development. Mining capitalists will be given large interests in the mines for their aid in developing the properties. This is an offer well worthy of investigation by those interested in such matters.

A court house to cost \$50,000 is to be constructed in Colville this year. The new \$35,000 hotel will be open for the reception of guests in July. A planing mill, with a capacity for handling 20,000 feet of lumber daily, is being erected. A syndicate of local capitalists will build twenty-five frame cottages this year, twelve of which are now under contract. Some of the miners are putting in concentrators. The new smelter is in full operation and turning out very satisfactory results. The new road from British Columbia will place a new section tributary to Colville and be an important factor in promoting its progress.

ASTORIA.

Where ends the broad Columbia sinks the sun upon the sea,
While its rays are painting visions in the sky,
As bright emblems of the wonders of the world that is to be,
When this life, with all its shadows, passes by.

In the music of her waters have I caught an echoed sound
Of the songs of angels singing up above,
Coming softly as a snowflake when it sinks upon the ground,
Coming gently as a whispered word of love.

I have wandered in the forests that were once upon her shore,
And their peacefulness seemed shadowed down from
heaven;
But its silence has departed, and the peace that was before
For the strife and varied sounds of life is given.

Still I love the fearless grandeur of the river rolling on,
As it goes to meet its death within the sea;
And its tomb is decked with beauty—then, departing, sinks
the sun,
And the night steps forth—the mourner that's to be.

ADAM WELCKER.

The announcement of the projection of a great trans-Siberian railway has revived in Russia the project of bridging Behring straits. While the distance from the American to the Russian shores is between fifty and sixty miles, this stretch is broken by the Diomed islands, lying about midway in Behring straits and well scattered. Three large, well-known and inhabited islands of this group are so situated as to form convenient stations in a route from Cape Prince of Wales, on our shore, to East cape, on the Siberian. They are Fairway rock, Krusenstern, or, as the people call it, Ingaliuk, and Ratmanoff, or Imaklit; and between the two latter passes the boundary line of the treaty of 1867. The distance of the first from the American shore is hardly a dozen miles, and that of the last from the Russian shore only about twice as much. There is also King or Ukivok island, inhabited, and a survey might disclose uninhabited rocks capable of additionally breaking the distance for a bridge route. The depth even in the middle of the straits is said to be about thirty fathoms.

The Union Stock Yards Co. has been incorporated in San Francisco with a capital stock of \$2,500,000. The company will maintain a complete system of stock yards on the Chicago plan. Adjoining them will be erected two large packing houses capable of handling 4,000 hogs, 1,200 beefs and 1,500 sheep daily. These establishments will cost \$400,000 each. This industry will serve to increase the pork raising interests of the Pacific coast, which are now sadly lacking in ability to supply the home markets. It will also turn cattle shipments westward from the ranges of Nevada and Idaho.