

Revelstoke, B. C.

Revelstoke is a point in the interior of British Columbia, which has attracted a deal of outside attention during the past year or so. Several conditions have transpired to draw attention to the place, but this has been brought about chiefly by the wonderful mineral discoveries in the Kootenay district. The Kootenay country is the centre of mining activity and mineral discovery at the present time, and Revelstoke is the gateway to the District of West Kootenay. This in itself was sufficient to make the name of Revelstoke known abroad. The selection of Revelstoke as a good point for a smelter, and the subsequent construction of such an institution there, further helped to advertise the place. The commencement of construction on the Columbia and Kootenay railway this season has been another important factor in drawing attention to the place.

Revelstoke is situated on the main line of the Canadian Pacific railway, 1103 miles west of Winnipeg. It is located in the valley of the Columbia river, which here flows southward between the Selkirk and Gold ranges of mountains. The railway crosses the river at this point on an immense bridge, and this is known as the "second crossing of the Columbia," going west. Revelstoke is an important railway point, being one of the division towns on the line, where round house and repair shops are located.

Under the name of Farwell, this place was an important point during the construction of the railway. Being the crossing point of a large river, it was the end of the track for some time, and a great deal of work was going on in the vicinity. The name "Farwell" came from the name of a party who endeavored to take possession of the town site by the process of squatting. The name was afterwards changed to Revelstoke. After the railway was completed the town gradually went down until the activity in mining development started it up again last year.

One of the points of advantage about Revelstoke is the river navigation. The Columbia river is navigable both north and south for some distance. The Columbia & Kootenay Steam Navigation Company have their headquarters here, and operate several steamers on the river. J. A. Mara is the president, and F. Christie secretary, of the company. Operations were commenced this spring, when the company purchased the steamer "Kootenay" which had formerly been running on the Columbia river farther south, in the United States. Construction was also commenced on a new boat at Revelstoke, which was completed last May. This steamer is called the "Lytton." She is a well built and handsome boat, with cabin accommodation for fifty passengers, and a freight capacity of 125 tons. Their boats have been employed this season carrying freight and passengers down to the mining camps. Sproat is the principal point of embarkation down the river, and from this point the new rising town of Nelson is reached by road. A large quantity of freight has also been taken down the river for the railway under construction between Sproat and Nelson. A locomotive and many tons of steel rails have been taken down for the railway, barges having been used in addition to the steamers. The river is navigable right down to Little Dallas,

in the state of Washington. The Spokane Falls and Northern Railway has built a railway northward to Little Dallas this season, and the steamers now run from Revelstoke right down to Little Dallas, where the train can be taken for Spokane Falls, at the latter point connecting with the Northern Pacific and the Union Pacific. Thus there are now two outlets and outlets for the mining country south of Revelstoke. Spokane Falls can now be reached in 36 hours from Revelstoke. The trip between these two points is a grand one in point of scenery. The distance by water between Revelstoke and Little Dallas would be roughly about 200 miles. Up from Revelstoke the river is navigable for about thirty miles, but there is no traffic in that direction at present by water.

The railway which is being built in the country south of Revelstoke, is a short link about 28 miles long, and intended to connect the Columbia river with the Kootenay lake and river, the latter being another important navigable stretch of water in the Kootenay region. This railway is called the Columbia and Kootenay, and is being built by the Canadian Pacific Company. It starts at Sproat, on the Columbia, about 150 miles down the river from Revelstoke, and runs thence to Nelson on Kootenay lake. The road will open up this valuable mineral territory and enable the ore from the mines around Kootenay lake to be shipped to the Revelstoke smelter. The Kootenay lake and river form another fine body of navigable water, extending from Nelson southward into United States territory. Steamers run on the Kootenay river from Nelson to Bonner's Ferry, in the state of Idaho, from which point there is a wagon road 30 miles long to the Northern Pacific railway. It is expected that a branch railway will soon be completed from the Northern Pacific to Bonner's Ferry, thus giving the Kootenay region another outlet. Goods are now brought to Nelson via Kootenay station on the Northern Pacific, thence to Bonner's Ferry, and thence by steamer on the Kootenay river to Nelson. Navigation remains open on the Columbia until late in December, and is open on the Kootenay lake all winter. These fine water stretches are a great help to the development of the Kootenay region. The Kootenay lake is very deep, and is navigable for any class of steamers. Its great depth is given as the reason why it does not freeze up in winter. It is understood the Columbia & Kootenay Navigation Company will extend its operations to the Kootenay lake. A steamer will be built at once to run on this lake, and a third steamer for the Columbia route is also likely to soon be built. Saw mills are in operation on the lake. It is expected the railway link connecting the Columbia and Kootenay water stretches will be completed this fall. The Kootenay empties into the Columbia at Sproat, but it is not navigable between that point and Nelson, hence the necessity for the railway. All this region is full of mineral wealth in gold, silver and other minerals, and hundreds of claims have been located. Considerable ore has been taken out of some of the mines, and when the railway is completed it will be possible to ship out the ore.

The Kootenay Smelting and Trading Syndicate is the name of the company owning the smelter at Revelstoke. It was organized in

London, England. L. R. C. Boyle is president, and Dr. Campbell is the local manager. The smelter was completed the past summer, but has not been put in operation yet, as mining development only started in the territory this year, and the quantity of ore available is not large enough to warrant the commencement of operations. When the railway to Nelson is completed the ore from a number of mines on Kootenay lake will be available. The smelter was built a little in advance of requirements. But there was no encouragement for miners to go on until a smelter had been established, and it is having the desired effect of securing the development of the various mineral claims. The capacity of the smelter is 60 tons per day. The sampling works in connection have a capacity of 120 tons per day. The idea is to increase the smelter capacity equal to the sampling works. The company owns mines which it is developing, and will also buy or handle ores from other mines. The company also has established a brick yard near its works. Revelstoke is well situated for a smelter. There are mineral claims east and west from the place along the line of railway, while north and south there is a rich mineral territory along the river. A little time only is necessary to allow for the development of the mineral wealth of the region.

Another industry which could be carried on at Revelstoke is lumbering. There is great wealth of timber tributary to the Columbia river, the cedar in this district being especially fine. There is only a small mill here at present and this is not located on the river. Abundance of hemlock bark can be obtained in the district, and there has been talk of establishing a tannery.

The town contains about thirty business institutions all told. There are four or five general stores doing a good trade throughout the region, with miners and others. A number of the merchants have opened branches at Nelson and other points down nearer the mines. E. M. Wilson & Co. carry on a general store business, and they have a large stock. They operate pack-trains for the purpose of packing in goods on horseback to the mining camps. W. Kirkup & Co. carry on business in stoves, tinware, etc., and also carry a large stock, supplying camps throughout the region. R. E. Lemon is one of the old stand-bys of the place. He started with the town and has remained since. He carries a large stock of general goods at Revelstoke, and has branches at Nelson and Sproat. Bourne Bros., general merchants, have a full stock in all lines of general goods. They located near the station four years ago and have remained there since. Gilker & Wells carry on business as general dealers, with a branch at Nelson. They have the post office at each place. W. F. Testzel does the drug trade of the town, and also carries a good line of cigars. He does a large trade in supplying surrounding points. He has been in business in the mountain towns since the early days of construction on the railway. Jas. McDonald is the furniture dealer of the place and the principal contractor. He has had some large jobs for the railway and steamship company on hand this year. There are several hotels, but all have been taxed to their full capacity this year. A number of prospectors and others who have located the district. The Columbia hotel is conducted by Brown & Clark. Abrahamson Bros. conduct