

## BIG SALE OF ROSSLAND REAL ESTATE.

When Ross Thompson planted the stakes that now mark the boundaries of the town of Rossland no thought can have crossed his mind that inside of four years Rossland would be the busiest and most progressive little city in British Columbia. Town lots in Rossland were first sold in the summer of 1894. At that time it was impossible to trade off the choicest on Columbia avenue for more than \$50 apiece, and then terms had to be made easy. The people of West Kootenay had been badly bitten in real estate in the Kootenay and Arrow Lake country and they were not going to invest in a wildcat townsite which was taking advantage of one low-grade gold prospect, the Le Roi, to boom itself into existence. It was not until Patsy Clarke found ore in the War Eagle and commenced to ship that anyone had any faith in Rossland real estate. Still no active market in real estate was established until after the spring rains in 1895. In 1895 the appearance of Columbia avenue was not such as to captivate buyers. It was impassable for a team. The ore teams followed the government wagon road, now known as Sour Dough Alley, which crossed the line of Columbia avenue at the east end. From Spokane street east our main thoroughfare rose at a grade of about 45 degrees, covered with stumps and boulders and then descended into the bed of Center Star creek, then a stream of drinkable water, flowing through a ravine on the present site of the Burns' block and fringed with willows and hazel bushes. What Columbia avenue was like farther east may be judged by the unsightly mound of rock which still disgraces it. Real estate was not very saleable under these conditions and circumnavigation of Rossland after dark was a matter of extreme delicacy and danger.

What changes have taken place since those days, one has only to look around to see. Streets have been opened up and fine buildings put up and now Columbia presents as fine an appearance as any street could in a wooden town. At the same time Rossland has never gone ahead of the mines. The big prizes have been in mining and except for building purposes, real estate has been neglected. In fact, in the rush to secure mineral wealth, the interests of the town have been very much overlooked. It has grown wild and free as business spread and increased and no improvements have been made which were not exacted by necessity.

The sale which was made last Friday, of all the unsold lots, for a very large sum, should awaken people to the value of Rossland realty, a value neither fictitious nor speculative, but actual and intrinsic, and it is to be hoped that property owners from now on will take more interest in the fair appearance, prosperity, and wise regulation of town affairs.

## CONCERNING THE DEER PARK.

The Rossland Miner says in its last issue:

"We are unable to give any particulars of the development in the Deer Park mine this week. Mr. Kelly, the manager of the property has been in Spokane for the past few days and during his absence a most mysterious secrecy has been observed. Mr. Jeldness, one of the largest owners, went out there yesterday and was refused admission to the shaft. Whether the ore in the bottom is running a trace or \$250 we are therefore unable to learn."

Surely this paragraph, if not absolutely ill-natured, is just a trifle petulant. It reminds one of the woman who says to her husband. "Let me see! let me see!" and, refused the satisfaction of her curiosity, tosses her head with "Oh! You've got nothing there;" and makes a mighty bobbery over nothing at all. Petulance in youth is apt to become shrewish in old age. And a shrew is a creature wanting in dignity and usefulness. This paragraph shows positively a slight trace of the shrew. There is a magnanimous repression of irritation about it, and it closes with a confession of ignorance that contains a doubt. The Miner had better study the voracious history of Bluebeard and his wife or the harrowing recital of the one-eyed Calendar in the eastern tale (whom Mark Twain refers to as an almanac), who was not content with forty beautiful maidens and thirty-nine gardens of paradise, but must needs penetrate the fortieth to be hurled down to earth on a black horse and lose an eye by a whisk of its tail, yes, and be glad it was no worse.

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## THE SILVER BELL.

The property owned by the Silver Bell Mining Co. lies to the south of the Zilor and East St. Louis. It is easily accessible from the grade of the Red Mountain Railway which skirts the mountain not more than half a mile from the tunnel site on the Silver Bell. Comparitively speaking, little work has been done on the ground as yet. A series of shallow cuts and some surface stripping has uncovered a well defined vein for some distance. The vein is from twelve to fourteen feet wide and is mineralized throughout, the vein matter consisting of quartz and some lime and it carries steel galena, zinc and a little iron pyrites. It all carries some value in gold and silver and some shipping ore can be sorted out of what has been taken from the surface. The vein is characterized by seams of lead and iron oxide, commonly called carbonates, from which some very high returns in silver have been obtained and also better values in gold.

There are several of these seams coming up through the capping, the widest, showing at different points, is from four to eight inches, being toward the hanging wall side of the vein. There can be no reasonable doubt that when depth is obtained these will show up as seams of very high grade ore in the vein. While, if the whole body of the vein proves to be of shipping value, there is a chance of the Silver Bell making a very big mine. The rock looks as though it would concentrate but whether experiments have been made in that direction or not THE REVIEW does not know.

A road is being cut down to the railway grade and a force of men will be set to work to open up the property this week. The ore is not dissimilar in character to that on the Mayflower, on this side of the mountain. The vein is so wide and strong and its direction so true that there should not be a great deal of trouble in developing it.

## A NEW SOURCE OF GOLD.

The receipt of 4,000 ounces of gold from the placer workings on the island of New Guinea, which is reported by the Australian papers, marks the progress made in a new field, the full extent and value of which have yet to be ascertained. Miners from Australia have been going to New Guinea for some time past, attracted by reports of rich placers discovered on the island, and there must be now quite a number at work. The gold so far found, we believe has been taken entirely from the beds of streams and the alluvial deposits on their banks. The country is under British protection, and what settlements have been made are entirely from Australia. It is one of the group which includes New Caledonia and the New Hebrides and is divided from the northern point of Australia only by Torres Strait.

Gold as well as nickel has been reported to exist in New Caledonia, but we are not aware that any appreciable amount has been recovered there. The development of the resources of that island, however, have been checked by its use as a penal colony by the French government, free settlers being unwilling to go there with a convict population.

Gold is known to exist on some of the larger islands of the Indian ocean, especially Borneo and Celebes, but very little prospecting has been done by white men. It is not impossible that the next new developments in gold production may be in these far eastern islands, of which so small a part has really been explored, notwithstanding the centuries which have passed since they were first known to Europeans.—Engineering and Mining Journal.

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Passengers for Trail creek mines connect at Northport with stages and steamer daily.

Close connection at Nelson with steamers for Kaslo and all Kootenay lake points.

Passengers for Kettle river and Boundary creek connect at Marcus with stage daily

## COLUMBIA & WESTERN RAILWAY

Time Table in Effect July 1, 1896.

No. 2, PASSENGER, Daily except Sunday—	
Leaves Rossland .....	7:00 a. m.
Arrives at Trail .....	7:45 a. m.
No. 6, PASSENGER, Sunday only—	
Leaves Rossland .....	5:30 a. m.
Arrives at Trail .....	9:15 a. m.
No. 4, PASSENGER, Daily—	
Leaves Rossland .....	3:00 p. m.
Arrives at Trail .....	4:00 p. m.
No. 3, PASSENGER, Daily except Sunday—	
Leaves Trail .....	10:30 a. m.
Arrives at Rossland .....	11:45 a. m.
No. 1, PASSENGER, Daily—	
Leaves Trail .....	5:00 p. m.
Arrives at Rossland .....	5:45 p. m.
No. 5, PASSENGER, Sunday only—	
Leaves Trail .....	11:00 a. m.
Arrives at Rossland .....	11:45 a. m.

Connection made at Trail with ALL STEAMERS, both up and down the Columbia river.

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