

Revelstoke (on the C. P. R.) and Spokane Falls. Steamers now run regularly down the Columbia to Little Falls, on the American side to which point the Great Northern from Spokane Falls has been extended. It is pleasurable to note that the steamship line is a Canadian one of which Mr. Mara, M.P., Kamloops, is president, and Commodore Irving, of the C. P. N. Co.'s fleet, a principal stockholder. When the Kootenay and Columbia River Railway has been completed from Nelson to Sprout's Landing the Columbia river will be a busy mining thoroughfare and towns of importance are sure to spring up as a consequence in the Kootenay district. The new short line referred to will be in operation in about two months. Next year this will be a scene of busy speculation. Visions of a new Denver are already in the mind's eye of the boomer. The smelter at Revelstoke is expected to open up about the first of November, or just as soon as a sufficient supply of ore for a long run has been secured. It doesn't pay to run a smelter for a week or two and then shut down. It is now receiving ore from the Alaska mines, at Vancouver, from the Field mine and from Illecilawaet, and just as soon as the railway reaches Nelson, where many tons are now on the dump, large shipments will be received from there. A good deal depends upon "when the smelter starts," a stock term now in real estate circles in Revelstoke, which is not yet moving as though it were going to be a Denver in six months. The death of Mr. Atkins, who was a big mine owner and an enterprising man in that district is regarded as a great blow to the mining interests just at the present time. Another event of some importance to Westminster and district was the arrival the other day of the first express car and engine for the Westminster & Southern Railway which is really a part of the great Northern. Track laying is now going on and trains will be running to Liverpool, a point opposite New Westminster, before snow falls. Undoubtedly this line will be extended to Vancouver next year. Indeed, it is whispered around that the Great Northern and the C. P. R. have already consolidated their interests. It would pay the C. P. R. to bonus another railway to come into Vancouver, rather than oppose it as might appear a natural course for a railway company to take, because it has large real estate interests in the terminal city which must increase as the city progresses and another railway would make a boom.

And still another event of importance was the ordering of its first cargo of raw sugar for the sugar refinery at Vancouver, now approaching completion. This enterprise has been carried on with commendable vigor and dispatch from the outset and not a single delay has occurred from any cause.

The British Columbia exhibit car left Sunday for Toronto and St. John, N. B. The British Columbia exhibits consist of about 125 cases of fruits, vegetables, grains, mineral specimens, photographic views, natural history specimens, canned salmon, grasses, native flora, manufactured woods, etc., etc. It is the largest exhibit of British Columbia products that ever left the province and cannot fail to attract attention to its immense and rich natural resources. The only omission was that the car was not labled with glowing adjectives like those from the neighboring provinces, and passed on its way unnoticed. It will show up, however, at the proper time and place.

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