

# The Pure Gold Mining Co., Limited.

Capital Stock:  
1,000,000.

1,000,000 Shares, Par Value \$1.00  
Fully Paid and Non-Assessable.

Treasury Stock:  
400,000 Shares.

Head Office, Rossland, B. C.

Mines, Christina Lake, Trail Creek District.

## OFFICERS AND TRUSTEES.

W. C. ARCHER,  
President.

J. M. O'TOOLE,  
Vice-President.

D. D. BIRKS,  
Treasurer.

ALBERT P. HUNTER,  
Secretary and Manager.

A. H. McKAY,  
Trustee.

The property of the company consists of three adjoining full claims, known as "Pure Gold Group," and named the "Pure Gold," "Trilby" and "Escort" mineral claims, all prior locations, with perfect titles, vested in the company. There is a well-defined ledge 40 feet wide, traceable through the claims for a distance of 2,000 feet. Six men are now at work on the Trilby and good assays have been obtained. Twelve feet from the mouth of the tunnel an assay of over \$20 was obtained. Work will be carried on without cessation, and good results are confidently anticipated.

*Fifty Thousand Shares of Development Stock are now on the market at 5 cents.*

Prospectus and full information will be furnished on application to

**ALBERT P. HUNTER, Sec. and Man., Rossland, B. C.**

### THE CROWS NEST PASS.

The Victoria Province is the one newspaper on the British Columbia coast whose editorials are worth the paper they are printed on, and it is good expensive paper at that:

"There can be no question about the stand taken by the Toronto World on the subject of the Crow's Nest Pass Railway, however much backing and filling may have been done in the matter by the Globe. In the World's issue of the 16th instant it points out three things which the government of Canada can do in this connection:

"First—To veto the provincial act giving the Crow's Nest coal lands to the British Columbia Southern.

"Second—To seize the Crow's Nest Pass under the right of eminent domain, and prevent the Canadian Pacific Railway from going through, putting in 500 mounted police if necessary.

"Third—Repeal the clause in the Canadian Pacific Railway act which allows them to build in any direction.

"Inasmuch as the Dominion government has the right to veto the British Columbia Southern charter we have no hesitation in saying that it is eminently desirable that it should exercise it. The press in the east has apparently realized, even more fully than that of the west, the extreme value of the coal lands comprised in the British Columbia Southern charter. It has been calculated that, at 50 cents per ton profit, the fields in question contain enough fuel to buy up all the railways in Canada at existing prices, and pay off the national debt of this country. This may be an exaggeration, but there can be no question that the grant is worth many millions of dollars. Had it not been so, we should probably have heard a good deal more opposition to the construction put upon the 'ambiguous' terms of the charter, as regards the land grant, when the question was first raised by the Hon. A. G. Blair, minister of railways. Holding the kernel in their grasp, as they did; the charter-mongers could well afford to be generous and throw away the shell, especially when a question was raised as to its dimensions. The amount of money which they have received probably represents a very small proportion of the interest they still hold in the charter; and they can certainly afford to bide their time and grow rich on the proceeds of the sale of the country, for that is practically what it amounts to. The building of the Crow's Nest Pass Railway by the government is blocked by the British Columbia Southern charter; and it is hard to say, unless the Dominion parliament exercises its prerogative and vetoes the act, how the Dominion government are to remain masters of the situation.

"There is another aspect of the question, which is an all-important one to Canadians. If the government build the road, they will apply taxation on the cost of construction. If the Canadian Pacific Railway Company build the road, they will bond it for the cost of construction and their profit as well, which

W. A. MCKENZIE.

W. L. GERMAINE.

W. A. CRANE, M. E.

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will probably be the ratio of three to one. They will require, therefore, to earn freight wherewith to pay a dividend on three times the amount of the actual cost of the road. This freight, let it be remembered, will come out of Canadian pockets."

### THE KOOTENAY EXPLORATION COMPANY.

The Toronto Telegram of March 16th published the article of THE MINING REVIEW reflecting on the Kootenay Exploration Company. On the 17th it published the following:

"There are always two sides to a story, and unless the other side to the extract from the ROSSLAND MINING REVIEW, published in these columns last night, is entirely erroneous, the Kootenay Exploration Company and the Colorado Development Company has less to be ashamed of in connection with the negotiations which were referred to than has their journalistic assailant.

"I am surprised," said a man who declared his knowledge of the inside facts, "to see such a story reproduced. Neither the Colorado Development Company nor the Kootenay Exploration Company have anything to be ashamed of in regard to their connection with the negotiations for the purchase of the Southern Cross group. The idea that the company advertised the name of this group of claims in order to get the confidence of investors is absurd. The company was going to buy the Southern Cross group, and it has ample capital to do that and much more, but its lawyers would not pass the title to these properties, and hence the deal fell through, and the gentlemen who would have profited most by the sale of the Southern Cross group are not altogether free from control of the ROSSLAND MINING REVIEW, and hence that journal's attack on the Colorado Development Company, the Kootenay Exploration Company and Mr. J. Grant Lyman, who is now in England in con-

nection with these enterprises, and is therefore unable to defend himself from such attacks."

It is a remarkable instance of combined ignorance and effrontery that a company supposed to be doing business in British Columbia should have the backing of a respectable newspaper in butting their heads up against the official records of the land department of the crown and the mining recorder's office. The owners of the Southern Cross group are only waiting until this heavy-weight company invests some of its capital in something else than the advertising genius of Mr. J. Grant Lyman, and then they will find out whether God made them for fakery to play battledore and shuttlecock with.

### THE GOLDFIELDS OF BRITISH COLUMBIA, LTD.

The following is from the London correspondence of the Engineering and Mining Journal. The class of men and companies who are exploiting the Province of British Columbia will make the Province stink in the nostrils of the British investor:

"British Columbia has come before the public this week by the publication of a prospectus of a company called the Goldfields of British Columbia, Limited. This company must not be confused with another company called the New Gold Fields of British Columbia, Limited, which was referred to in your issue of February 13th. The two companies are bitter rivals, but their methods of doing business do not differ very much. The Goldfields of British Columbia, Limited, is promoted by Ernest Grant Govan and Frederick William North, two gentlemen who made an unsuccessful attempt to float the War Eagle property in London. The mining properties, which are to be taken over by the Goldfields of British Columbia, Limited, are certainly very extensive, but their intrinsic value is doubtful."