

KOOTENAY-LONDON MINING CO., Ltd.

Incorporated under the Laws of British Columbia.

CAPITAL STOCK, 1,000,000 SHARES,

PAR VALUE \$1.00 PER SHARE, FULLY PAID AND NON-ASSESSABLE.

TREASURY, 350,000 SHARES**OFFICERS AND DIRECTORS.**

WM. BENNISON, President. W. A. CAMPBELL, Vice-President.
 M. O. TIBBITTS, Secretary-Treasurer. J. W. COVER, Managing Director
 EDWARD PRITCHARD, F. G. S., Consulting Engineer.
 C. O. LALONDE. A. J. McMILLAN. J. W. BOYD.
 HIRAM KITELEY. J. S. PATTERSON.

Head Office, Rossland, B. C.**DESCRIPTION OF THE PROPERTY.**

The company owns the Annie Fraction and the Comet No. 2 mineral claims. The Annie Fraction is situated between the California, San Francisco and Black Bear, the latter of which is the property of the great Le Roi Mining & Smelting company and is the first western extension of the Le Roi mine. The vein of the Le Roi can be traced through the Annie Fraction and men at work on this property have tapped an ore chute at a depth of 40 feet from which assays give returns of from \$14 to \$20.

The Comet No. 2 is a full claim, 1500 feet square, and lies about three miles north of Rossland. It has two strong, well-defined ledges running through it. A prospecting shaft now down 10 feet shows nothing but vein matter, the whole mass being well diffused with copper and iron pyritized. Assays averaging \$6 to \$8 have been obtained from this showing.

SHARES.

The entire capital stock of the company excepting treasury shares has been pooled and placed in the hands of a trustee.

The company now offers 50,000 shares of treasury stock at the low price of

TEN CENTS A SHARE.

The proceeds will be used in purchasing machinery for the Annie Fraction
 For shares, prospectus or other information apply to

WM. BENNISON & CO.

MINING BROKERS,
 ROSSLAND, B. C.

THE NEW RAILWAY.

Just one month ago THE REVIEW commented on the report to the effect that Heinze was arranging for the purchase of silver-lead ores in the Slocan for treatment at Trail, and remarked that the main difficulty in the way was the matter of transportation. THE REVIEW was at that time in ignorance of the fact that Mr. Heinze proposed to solve that question in a method peculiar to himself, namely, by building a railroad to connect Trail with Robson. Mr. Heinze never talks about doing anything which he knows he is unable to accomplish, and the chances are that within five months the railway from Robson to Trail will be constructed and in running order.

Who is this man Heinze who is making such a hub-bub in this Canadian transportation dovecots? All we know about him in this country is that, still a young man, he has made a name and a fortune for himself in the smelting business in Butte. A man who can do that must have brains beyond the ordinary. He was introduced to Kootenay by A. E. Humphreys, which is the greatest, though not the only service rendered the country by Mr. Humphreys. He came, he saw and was conquered. He realized the immense possibilities this country afforded for the man who could solve the problem of transportation and the treatment of ore, and he began by building a smelter and a railroad. Both are now successful. He is besides a man of Napoleonic execution. With him to formulate a scheme is to formulate one embracing the whole country, and to carry it out, as he is doing. It is useless to calculate the dynamic of such a man as a factor in the development of the country. He gave us a smelter at least two years earlier than the combined intelligence of all the experts in the world would have justified its erection. He now suffers the sneers of critics with wonderful equanimity. Such is the power of one man's enterprise. In his present scheme of railway extension he has two forces to contend with, the Canadian Pacific railway and the Corbin system. The Canadian Pacific railway may be in apparent harmony with Heinze at present, but eventually it must absorb or be defied. For the present its

power may be ignored. It has been drifting along for years without brain or arm—a jelly fish glued upon the industry of Canada. The Canadian Pacific railway is sneering now at Kootenay and the mining revival. It will not be dangerous till it quits that. As for the Corbin system that is a different matter. Heinze's is a policy of local centralization; Corbin's of local decentralization. Heinze must win so far as the two interests come into conflict. Still, there is bound to be a big struggle.

Towards local centralization the projected railway is the biggest stride yet made. Corbin's system renders us independent of the northern outlet. Heinze's renders us independent to some extent of any outlet, so far as the treatment and transportation of ore are concerned. His scheme, fully developed, will, if successfully carried out, completely revolutionize the face of West Kootenay. It will give Kootenay a local center, but that center will not be on the navigable waters of Kootenay lake, but on the Columbia river, probably on Trail creek, about six miles from its mouth. It will make Rossland and Trail the Butte and Anaconda of British Columbia.

Rossland need fear nothing; it will easily maintain its present position, because the battle between decentralizing Corbin and centralizing Heinze will be fought right in its midst, and from the competition the town will derive great benefits. Such is the full meaning of the construction of the new railway on which the first sod will be turned in a week or two.

TRAIL AND ROSSLAND.

Trail and Rossland have had immense growth during the summer. There is a hopeful, booming, bustling, busy air about those towns that cheers and invigorates. The Spokane Falls & Northern Railroad will begin through service between Rossland and Spokane about December 1, and this will be of immense benefit to the mining industry. Before another summer comes and goes the Canadian Pacific cars will be rolling into Trail. An electric plant has been just erected by the Trail smelter at a cost of \$25,000, and the wayward savage that keeps midnight revels on the broad Columbia will soon see reflected on its

THE ALF GOLD MINING COMPANY, Ltd. Lb'ty.

Incorporated under the Laws of British Columbia

Mines Located at Rossland, Trail Creek Gold Mining District, British Columbia.**CAPITALIZATION 1,000,000.**

Shares par value \$1.00 each. Fully-paid and Non Assessable. 250,000 shares have been placed in the hands of a reliable trustee, who is responsible for the proper return to the company of the proceeds of any sale made by him of such shares.

All other shares are now pooled in the hands of the said trustee, so that purchasers of above stock need have no fear of promoters offering private stock below the market price.

LLOYD HARRIS, Esq., Brantford and London, England, President.
 W. G. ELLIOTT, Contractor Brantford, Ont. Vice-President
 W. E. PHIN, Contractor, Brantford, Ont., Secretary-Treasurer.

STOCKHOLDERS (Shares Pooled.)

H. McK. Wilson, Q. C., Brantford, Robt. Scott, Esq., Prop. Victoria Wheel Works, Galt; U. M. Stanley, M. D., Brantford; Thos. Nihan, Esq., Steamboat owner, St. Catharines; Thos. Woodruff, P. M., Brantford Ont.; J. A. Smith, Esq., Broker, Rossland; D. J. Waterous, Esq., Man'r., Brantford; H. King, Esq., Rossland.

BANKERS—BANK OF BRITISH NORTH AMERICA, Rossland, B. C.

Offices: ROSSLAND, British Columbia.

The Alf gold mine was located April 17th, 1895, recorded May 1st, 1895 and has since been purchased by the Alf Gold Mining Company, Limited liability.

It has been surveyed, and is fully paid for. See government Records at Rossland, B. C. The Alf is situated in the South Belt or the Trail Creek district, about one mile from Rossland, B. C., and adjoins such well known properties as the Hill Top and Mayflower. Close to it also are such well known mines as the Curlew and Gopher, and not 100 feet away are the Mail of Erin and R. E. Lee properties.

We have a limited number of Shares to offer at 10 CENTS. The price is subject to advance without notice. For shares or further particulars call on or address.

The Smith-Hewitt Company**P. O. Box 20, ROSSLAND, B. C.**

waters a thousand magic lights from the busy magic city of Trail. Trail has come to stay. I am almost tempted to predict that it is destined to become the metropolis of the Kootenay. I am not at liberty to state the premises of my conclusions, but Nelson and Kaslo and Rossland and other lusty young towns had better watch the strides and aspirations of Trail.

If eastern Canada wants a direct line to the Kootenay through Crow's Nest Pass, the Liberal government should be driven to build it immediately. Delay will kill it. The Northern Pacific, which has been the pioneer railroad of this country, and which owns an enormous land grant, is not going to surrender this territory without a great struggle to its Canadian Pacific rival. In five years you will have 100,000 people in the Kootenay and Boundary countries. You will see that country producing more gold, copper, silver and lead than any other region of the globe. The mineral wealth of South Africa or Australia pales before that of British Columbia. It will take long to convince outside capital that this is so, but I find western men perfectly indifferent whether capital seeks them or not. Without a greater influx of capital development will be tedious, but five years from now the Kootenay will be a household word in every quarter of the globe. It will be a name to conjure with. Recollect that Kootenay and Boundary form an empire by themselves—a region of glorious mountains, mighty rivers, prodigious forests, rushing torrents, lovely lakes and fruitful valleys. But above all, it is a region of fabulous mineral wealth, and the gold-seeker is digging and delving in every nook and corner of this grand territory for the treasures which lie hidden in its bosom. For the commerce of such a country the great transportation lines will fight to the bitter end. The Northern Pacific have the best of the fight today, and unless the Crow's Nest Pass line falls into the hands of the Canadian Pacific they will continue to have the best of it. The Spokane Falls & Northern is in touch with the Northern Pacific, and a branch up the Kettle river to Boundary will give the Spokane Falls & Northern the key to the whole railroad situation. In the throes of a national election Americans have neglected to watch the developments in Kootenay, but now that that is over I think that Americans will vie with Canadians in their interest in the developments of this new El Dorado of the west.

P. A. O'FARRELL.