

CROW'S NEST LINE

Premier Laurier States His Policy Privately to Western Liberals.

BIG DIFFERENCE IN TERMS

Tupper Promised the C. P. R. a Gift of the Road—He Offers \$3,000,000 On Conditions—Van Horne Not Likely To Accept.

(From Our Special Correspondent.)

OTTAWA, Ont., April 13.—The policy of the government in regard to the building of the Crow's Nest Pass railway has at last been disclosed. This was done this afternoon when all liberal members from British Columbia, the Northwest and Manitoba waited on some members of the government with the sole object of discussing this matter. The ministers present were Laurier, Blair, Tarte and Sifton. After the views of members had been heard on the subject, Laurier explained the position that the government had pledged the granting of a charter for the construction of this line to the Canadian Pacific railway. In addition to a subsidy the government was also going to give a guarantee to the company. Between this guarantee and subsidy, the assistance which the government was to give the company, was equal to \$25,000 per mile—in other words, they were going to build a road for the company and give it over as a present, as the grading had ever been done on the road.

This then was the condition of affairs when the new government took office. What this government proposed was to try to make some arrangement with the Canadian Pacific if the company would agree to it. The proposition was to give \$10,000 subsidy per mile to the company if the Canadian Pacific agreed to give up certain absolute privileges which it now possessed. In addition to this there would require to be a cut on through rates as well as the granting of running powers to all railways which might want them over the road. The distance of the road which would get the \$10,000 subsidy would be about 315 miles. This would mean \$3,150,000. Laurier admitted that so far Van Horne had refused to accept this proposition. If it can be obtained, which is doubtful, the western members will be satisfied, but they don't believe that the Canadian Pacific will accept and give up the extraordinary privileges in its charter, as well as the better freight rates, etc., for \$3,000,000.

Today's meeting was private. Bostock, McInnes, Morrison and Maxwell were of course present.

Bostock presented a petition today from the town of Lethbridge asking that the Crow's Nest Pass road include that town in its route. Senator Bechard is dead. He resigned his seat in the house to make room for Tarte when he accepted a seat in Laurier's cabinet. He was subsequently appointed to the senate.

ANOTHER ACCOUNT OF IT

Belief That the C. P. R. Will Accept the Government's Terms.

OTTAWA, Ont., April 13.—The members from the west consisting of Bostock, McInnes, Oliver, Douglass, Davis, Macdonald and Richardson, had by arrangement an interview with the premier at noon today to impress upon the government the necessity of absolutely safeguarding the interests of the west in any arrangement regarding the construction of the Crow's Nest Pass railway. Sifton was present during most of the interview. A strong case was made out by the deputations. It was intimated to the deputations that the government was perfectly ready to accept the time to adopt any course it desired regarding the railway. Negotiations had been proceeding with the C. P. R. for some time but nothing definite had been agreed on and nothing definite would be agreed to without absolutely protecting the interests of the west. The whole policy regarding the west for many years past had been a mistake and the government would endeavor to reverse that policy and have affairs administered not in the interests of the C. P. R., but in the interests of the settlers.

It was intimated that the only conditions on which an agreement would be made with the C. P. R. would be the control and running powers over the Crow's Nest railway and control of rates by the government. Other important concessions would be insisted on such as the surrender of the clause in the charter, saying that rates can only be reduced when the road is earning ten per cent on its stock.

The belief prevails that such concessions could be obtained by the government giving a bonus of \$10,000 a mile for 25 miles from Lethbridge to Rossland. From all that can be learned the government is negotiating with the company in driving a pretty hard bargain. It was pointed out to the deputations that the government built the road itself there would be no never left to exact better terms from the company.

SMELTERS IN KOOTENAY.

Callahan's Remarks at the Meeting of the Galena Mines in London.

The address made to the shareholders of the Galena Mines, limited, at the meeting held in London, March 18, by O. W. Callahan, consulting engineer of the company, is to hand and some portions of it are of general interest. After describing the condition of the Galena Farm property and the proposed plan of development, Mr. Callahan takes up the subject of the treatment of the ore—and has this to say about smelters and smelter charges:

At present there are no custom lead smelting works in British Columbia, but many will be built in the coming summer, for I know of one or two companies which have already secured desirable sites with the intention of erecting a smelter in the coming year. When that is done the duty on lead and silver in America, which is now considerable, will be relieved, and the cost of reducing the ore will be materially lessened. Today the freight, duty and treatment charges amount to \$23 per ton, and that figure will be reduced to \$10, which will make a great difference in the result.

Mr. Callahan probably knows what he is talking about. We have no doubt that if the Crow's Nest Pass road is built some of the greatest smelting plants in the world will be built in southeast British Columbia.

GREAT LAKES OPEN.

Reports of Sailings From Several Ports. The Straits Clear.

CHICAGO, April 13.—The Steamer C. S. Parnell, will probably be the only craft of the grain fleet to sail today. The grand start will be made Thursday, a large fleet being scheduled to sail that day. The Paisley cleared yesterday for Prescott, Ont.

A dispatch from Mackinaw, Michigan, says: A heavy east wind broke up the ice fields in the straits late last night, and today it is being driven rapidly out into Lake Michigan. Boats can now get through without trouble.

Navigation at Manitowish, Mich., was

opened today by the arrival of two steamers for cargoes of lumber.

Information from Port Huron, Mich., states that along the Canadian shore the warm rain and south wind have honey-combed all the ice on the east shore.

GREECE'S LITTLE COMEDY

Armies of Irregulars Invading Turkey Whom She Cannot Restrain.

Careful Plan of Campaign For the Regular Army Worked Out—Fleet Has Its Program Too.

ATHENS, April 13.—The frontier situation is developing slowly for two reasons. In the first place, bad weather, snows, rain and bitterly cold winds have made campaigning in the mountainous districts anything but a picnic and all movements have consequently been retarded. In the second place, intentionally or otherwise, all dispatches are being considerably delayed, a not unusual occurrence since the beginning of the present crisis.

But if the development is slow it is none the less menacing, and an open outbreak of hostilities or a breakdown upon one or the other, or both countries, is not far off. It cannot be much longer delayed, as the strain of maintaining armies of about 100,000 men each in the field is being felt with steadily increasing severity by both Turkey and Greece, so that a declaration of war would be welcomed by either side with a feeling of considerable relief.

Here and at Constantinople there are daily prolonged and most mysterious meetings of the councils of ministers and it is generally recognized that there must be a decided change in the game before long. Both Greece and Turkey are trying to avoid, if possible, being classed as the aggressor in the conflict and it is generally recognized that there must be a decided change in the game before long. Both Greece and Turkey are trying to avoid, if possible, being classed as the aggressor in the conflict and it is generally recognized that there must be a decided change in the game before long.

Invasion of Irregulars.

While the antagonists are in the position of two gladiators who have been warned in their own interests and by their best friends to refrain from striking the first blow, the Greek National league is no party to any such proceedings and as a sort of forlorn hope has already pushed forward a force of 8,000 irregulars, well armed, supplied, equipped and accompanied by an ample complement of regular troops, through the centre of the Turkish lines. In spite of official denials nobody doubts that the Greek officials were fully cognizant of the movement of the Greek National league, which had been openly prepared for and freely discussed for a long time past and whose proclamations on entering Macedonia sets forth its objects. It is an open secret here that by the end of the present week at least 10,000 Greek irregulars will be in Macedonia, Albania and Epirus, thus really making successful steps in a warlike direction before possibly a shot is fired in real earnest between the regular forces of either country.

Wants Turkey to Catch Them.

The Turkish minister at Athens yesterday called the attention of M. Skouzes, the Greek minister for foreign affairs, to the departure from Greece of further irregular forces into Macedonia, complaining of their being able to evade the Greek troops. The reply which he received was similar to the one previously made by the Greek premier, M. Delamannis, namely that Greece might make some complaint as to the vigilance of Turkish troops "unless there was a suggestion of connivance between the two armies."

Another Excursion From Arta.

The next important move which will be heard of, will be from the Greek headquarters at Arta, where the banks and principal stores, etc., are closing and removing into the interior and every other preparation possible is being made to get out of harm's way before the war begins in earnest. At Arta, it is well known here, a force of about 2,000 men organized by the Ethnikhe Hetairia, has either started for Turkish territory or is making the final preparations for doing so. This body will be divided into two separate detachments, each with a separate destination, with the view of raising the flag of the cross in a certain locality, increasing its numbers as much as possible and harassing the rear of the Turkish force, which will be directed from Janina against the Greek regulars, from Janina against the Greek regulars, who will operate against Turks from Arta. The Greek government has given "strict orders" to stop the departure of this force of irregulars, but it is semi-officially explained that the Greek commander at Arta, Colonel Mannon, is unable to spare men to intercept them.

Regulars and Irregulars.

Reports from Arta also show that should open hostilities break out there in the near future the Greeks will probably be able to snatch at least several temporary victories from the Turks, as the Greek positions are much stronger than those of the Turks, who, owing to the recent heavy rains and bad roads, will have much difficulty in communicating with their base of supplies at Janina, even if the Greek irregulars are not in their rear for the purpose of preventing them from doing so.

Work For the Fleet.

Another force of irregulars is preparing to cut off the Turkish communications with Salonica, from whence the Turks at Elasona derive their supplies. A strong Greek fleet is off Arta ready to render effective service in that vicinity. Another Greek fleet is off the island of Skiathos, prepared to strike at Salonica. Another Greek fleet is off the island of Skiros, prepared to attack the Turkish islands in the Aegean sea. All the Greek deputies have been summoned to attend the next meeting of the boule, when an important announcement is expected.

Crete Almost Forgotten.

The powers, however, are still trying to avert war, but there is little prospect in that direction. It is stated that the French ambassador at Constantinople, M. Camilleau, has been instructed to draft an autonomous constitution for the island of Crete, allowing the Cretans to choose their own governor and providing for a simultaneous Greek and Turkish evacuation of the island. It is feared these efforts will turn out to have been made too late.

WANT IT THIS YEAR

People of Fort Steele Petition for the Crow's Nest Line.

BUDGET AND TARIFF BILL

Both Are Promised Next Week—Davies Attacked the New Quarantine Regulations—Papers on the Manitoba School Question.

(From Our Special Correspondent.)

OTTAWA, Ont., April 12.—Hewitt Bostock presented a petition to the house today from the people of Fort Steele asking that the government of Canada enact such legislation at the present session of parliament as will insure the immediate construction of the Crow's Nest Pass railway, whether the railway is undertaken as government work or built as a subsidized road. They also ask that the interests of the people be regarded as regards freight and passenger rates in so far as is consistent with the policy of the government, and that every opportunity be allowed for the use of the line by other railways so as to insure competition in rates. The petition and chairman of the mass meeting which caused it to be forwarded.

Thomas Earle received a telegram tonight from Victoria stating that the steamer Alice A. Leigh arrived in town of an American tug at that port with a cargo of lumber on board. The American tug left the steamer at Royal Roads and the department here was asked to allow another tug to tow the steamer into quarantine without having to remain in quarantine 14 days.

The new quarantine regulations were attacked in the house today by Davies. The chief complaint was that American ranchmen could send their cattle over the border and have them fattened afterwards sending them back to the states. The government side made the argument that the regulations were necessary to protect the cattle from disease and that the regulations would be brought down.

Laurier moved for papers, etc., on the Manitoba school question, and Laurier replied that they would be brought down. More proposed reducing the duty on petroleum cents and on the suggestion of the government the debate adjourned.

Mr. Fielding said in the house today that the budget would be brought down on Thursday, the 22nd, and a new tariff made public.

Civil Service Inspectors.

Mr. McMullen introduced a bill in the house of commons today to appoint a board of inspectors for the civil service. This board will inspect the staff and decide whether too many hands are employed in the department or not, and whether the work is efficient. The board can reduce the number of employees. The appointments shall remain in the hands of the government, but the board can restrict the number employed and see to the efficiency of the service.

The Atlantic Service.

Sir Richard Cartwright, in reply to Sir Adolphe Caron, said that certain letters had been received by the government in regard to a fast line between Milford Haven, in Wales, and Middlesbrough, in the Straits of Canoe. He could not say that there was a proposition as to a contract. At any rate the statute under which they were working would not permit the government going into a contract of this kind.

FROM THE RECORDS.

Transfers.

April 5.
Duluth to G. W. Richardson to Lee Davenport.
Pete and Lulu Lee Davenport to Dollarway Mining and Smelting Company.
Prince of Wales Fraction 1/2, T. H. Rea to D. M. Clark.
James Stanley, Big Dan, Laurier and Queeny, 1/2 in each, J. M. Clark to D. M. Clark.
Big Bear 1/2, D. E. Taylor to J. B. Bremner.
Piton, W. E. Murray, H. G. Parker, Jerry Bonneau and G. M. Hall to J. W. Cook.
Esther 1/2, J. J. Gelman to W. L. McLaughlin.

Certificates of Work.

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International Gold-Copper Mining Co.,

Limited Liability.

Incorporated Under the Laws of British Columbia.

Capital Stock 1,000,000.

Par Value \$1.00.

FULLY PAID AND NON-ASSESSABLE.

Treasury Stock 350,000 Shares.

TRUSTEES. A. C. Sinclair, R. C. McDonald and J. S. Paterson, Rossland, B. C.

Mines: Snowdrop and Sullivan.

The Company's Properties.

The company has just acquired the Sullivan mine, one mile from the mouth of Sullivan creek.

The Sullivan is a full sized claim and has four feet of solid pyritic ore carrying \$16.00 in gold values. The mine is close to transportation and is a very valuable property.

The Snowdrop is 3 1/2 miles from Rossland in the South Belt. It is distant from the Crown Point about three-quarters of a mile. Adjoining it on the east is the Summit. A shaft on this claim shows a large ore body assaying \$12 per ton in gold. This vein runs through the Snowdrop. A site has been selected for a tunnel and work on the Snowdrop will be continued all winter.

Shares.

The remainder of the First block of Stock has been advanced to

Five Cents per Share.

For shares or further particulars call on or address

J. S. PATERSON, Secretary, Stussi Bldg., Rossland, B. C.

Remittances may be made to the Manager of the Bank of British North America, Rossland.

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