

F. W. MORSE LEFT FRIDAY

PROPOSAL FOR LAND GRANT NOT ACCEPTED

Vice-President of Grand Trunk Pacific Says Line Will Be Built From East.

(From Friday's Daily.) F. W. Morse, vice-president and general manager of the Grand Trunk Pacific Company, will leave this evening for the East. J. S. Carruthers, of Montreal, who is his guest on this occasion, and G. A. McNichol, private secretary to Mr. Morse, will of course accompany him back. Travelling by private car from Vancouver they will make a few stops on the way, reaching Montreal April 1st.

G. Russell has also been included in the Grand Trunk Pacific party, but he has come to be looked upon almost as a resident of British Columbia having spent many months in the province. Mr. Morse has been in Victoria over a month, arriving on February 10th. His visit here has apparently been a pleasant one. He and Mr. Carruthers have been delighted with the climate, and the latter expressed a strong liking for the Pacific coast and Victoria in particular. It is the first occasion upon which Mr. Morse has been privileged to spend any considerable time here. Short visits had been made to the city previously, but he came to British Columbia to a large extent a stranger. In common with most of those who visit the province he had been greatly impressed by the climate, the hills, and leaves with most favorable impressions after making many friends. Reciprocally the visit of Mr. Morse, Mr. Carruthers and party has been enjoyed by a large section of the province, and they have made in Victoria, and their return at any time will be welcomed.

Mr. Morse was interviewed to-day with respect to Grand Trunk Pacific affairs. He frankly admitted that with the time that has elapsed since the last few days a proposal looking to a land grant from the province had been made to the government.

This had not been accepted, and his company was now forced to act independently of the province of British Columbia.

He was asked if he could give any assurance that work would commence from the Pacific terminus when that was selected.

Mr. Morse's reply was most emphatic. He said the commencement of work from the western end depended entirely upon the people of British Columbia. He said in the way of a land grant refused the company would not begin work on the Pacific. The line would be built, on the contrary, from the East through to the coast, which was the way in which the line could be built the cheapest, and thus in the interests of the shareholders.

Mr. Morse stated that he had been asked to build the line from the Pacific terminus, but he had declined to do so.

Incidentally with this he referred to the fact that nothing could be said with certainty as to the money that would be available in financing the scheme, as was evidenced by the fact that the \$150,000 required by the company for building from Winnipeg to the Rocky mountains was subscribed ten times over in three hours after the books were opened in London. International complications might arise at any moment, more especially in the Pacific coast, Mr. Morse said that he had been asked to build the line from the Pacific terminus, but he had declined to do so.

Referring to the possibilities of the Grand Trunk Pacific entering the Vancouver Island trade, Mr. Morse said that he was very much impressed with the possibilities of the Island, and the desirability of reaching Victoria. Apart from that the company had taken no definite steps. If the Esquimalt and Nanaimo had not been sold the Grand Trunk Pacific might have made some arrangements by way of that route for entering Victoria.

PHOENIX NOTES.

Smelters Make a New Record—Furnaces For Granby Company.

The Boundary district smelters made a new record once more last week in the tonnage of ore treated, the total running over 23,000 tons for the three reduction works, while the output of the mines hovered around the 20,000-ton figure, as for several weeks past. The Granby mines also made a record for shipments, and the Granby smelter treated almost 2,000 tons of ore daily.

Friday was pay-day in this camp at the Granby and Montreal & Boston mines, the amount distributed being about \$500,000, or walk around the amount paid out at the companies' respective smelters, about \$75,000.

Pumping out of the Winnipeg mine in Wellington camp, two miles from Phoenix, still continues. The contract for the property will be examined and sampled by the Granby company, which has an agreement for a bond on the property, and it is expected that a force of from 25 to 40 men will be employed in exploiting the property.

On or about April 1st the two new furnaces for the Granby smelter will be shipped by the makers in Chicago, and will be erected as soon after receipt as possible, giving a battery of eight furnaces, and a daily capacity of some 2,700 tons of ore.

SITUATION IN RUSSIA.

Authorities Have Peasants Well in Hand and Strikes Are Dying.

St. Petersburg, March 19.—Though the mobilization orders may bring on disturbances and even uprisings for the moment, the internal conditions are better. The principal peasant disturbances have been largely ceased, and the industrial activity has been resumed until May 1st, at least, when the Social Democrats' press profess an intention to renew the economical agitation.

The renewal of the vice-royalty and the appointment of the senatorial commission give hope for better things in the Caucasus. The chief storm centre seems to be Moscow, where the police are discovering evidence of a widespread terrorist plot. The explosion of a bomb in the Theatre square last Monday night is not yet explained, but there have been numerous arrests in connection with the discovery of a store in Moscow where bombs and explosives were found. The police are making practically no progress in unravelling the plot which resulted in the death of Grand Duke Sergius. The assassin is to the authorities a second "Man with the iron mask."

THE KAISER'S HOLIDAY.

Berlin, March 18.—Emperor William, with a number of guests, will sail from Cuxhaven for the Mediterranean on the Hamburg, of the Hamburg-American Steamship Company. The steamer has been completely altered for the Emperor's use. On the main deck eight cabins have been transformed for the Emperor's use into a work room, drawing room and bedroom, and several new cabins have been built for the suite. The Emperor will tranship to the Imperial yacht Hohenzollern at Naples.

For people who are weak and run down there is no medicine so valuable as Dr. Pierce's Golden Medical Discovery. It cures diseases of the stomach and other organs of digestion and nutrition. Many diseases originate from the stomach, and their origin in a diseased condition of the stomach and its allied organs. When the stomach is "weak," there is a failure to properly digest and assimilate the food which is eaten. Hence the whole body, and each organ of it, suffers from lack of nutrition, so that as a consequence of "weak" stomach, there may be "weak" lungs, "weak" heart, "weak" or torpid liver, "weak" nerves, etc. By curing diseases of the stomach and other organs of digestion and nutrition, "Golden Medical Discovery" restores to the system the requirements of a healthy body. It increases the activity of the blood-making glands, and so increases the supply of blood which is vital to the body.

There is no alcohol in the "Discovery," and it is entirely free from opium, cocaine, and all other narcotics. Sick and ailing people especially those suffering from chronic forms of disease are invited to consult Dr. Pierce by letter. All correspondence is held strictly private and confidential. Address: Dr. R. V. Pierce, Buffalo, N. Y.

There is no similar offer of free medical advice which has behind it the institute of national note such as the Invalids' Hotel and Surgical Institute, which was recently mentioned by Dr. Pierce, his chief consulting physician, with the assistance of nearly a score of skilled specialists.

"The Wonderful Medicine." "I must again send a few lines to you to let you know how I am getting along since taking the wonderful medicine which cured me two years ago," writes Miss Bertha Helder, of New York. "I am now in very good health and think there is not a better medicine on earth than Dr. Pierce's Golden Medical Discovery. We would not be without it in the house, and also the little 'Reliefs'."

"I have recommended Dr. Pierce's Golden Medical Discovery to many friends, and they all think it will do just what is claimed for it. It is the best thing for nervousness and for all weak ailments that the body could want. I was very nervous and weak last summer. I took five bottles of Dr. Pierce's Golden Medical Discovery and it just made me feel like a new person. It gives a person new energy and feeling the least bit tired. In fact I feel like a new person."

"My mother was also cured by it of a very bad case of stomach trouble, and she says she has done for me and for my kindred."

Wanted to a Skeleton. "About six years ago my health failed," writes Mrs. W. G. Green of Coonstown, Harford Co., Maryland. "I kept getting down lower and lower, until I could scarcely get up. My home physician pronounced it general debility, but I could not get any relief. I was persuaded to write to Dr. R. V. Pierce, of Buffalo, N. Y., and receiving his very kind advice I commenced the use of his 'Golden Medical Discovery' and nine of the bottles cured me. Today I am a healthy woman. I do heartily thank God and Dr. Pierce for my good health."

Dr. Pierce's Common Sense Medical Advice is sent free on receipt of stamps to pay expense of customs and mailing only. Send no one-cent stamps for book in cloth binding, or 11 stamps for the paper cover version. Address: Dr. R. V. Pierce, Buffalo, N. Y.

RAILWAYS AND A HARBOR BOARD

INCORPORATION ACT WILL BE PREPARED

By Board of Trade for Port Commissioners—Extension of Island Road Discussed—National Park.

There was not even a verbal skirmish at the board of trade meeting Thursday, and those who were looking forward to a rhetorical disturbance were sadly disappointed. There might have been one if it were, had the council members been disposed to resent Mr. Morley's criticism of his action regarding the harbor commission question, but they didn't seem to mind it in the least. There were three matters before the meeting, namely, the harbor board, the establishment of a national park, and the extension of the Island road.

Before proceeding with the business proper of the meeting, the president, S. J. Pitts, drew attention to the subject of harbor commissioners. He explained that last year a committee was appointed to deal with this matter, and upon the receipt of their report a resolution was forwarded to Ottawa. When Hon. Mr. Fredericton, minister of marine and fisheries, was in the city a copy of the report was submitted to him. He suggested an amalgamation of the pilotage authority and proposed a harbor board, and advised that the board of trade draft the necessary act of incorporation to be presented to the Dominion parliament at this session. Last week the standing committee on harbors and navigation submitted a report to the council of the board, among which was a recommendation on this subject of harbor commissioners. The report was as follows:

March 6th, 1905. To the President and Council the Victoria Board of Trade: Gentlemen—Your committee on harbors and navigation beg to direct your attention to the following matters:

Harbor Commissioners—We recommend that the Dominion government be urged to pass at this session an act to incorporate the harbor commissioners for the province of British Columbia as agreed to by the Hon. the Minister of Marine and Fisheries. Victoria Harbor Improvements—Dredging in the inner harbor is progressing, but the new dredger promised is required urgently, and until in operation the work of dredging the harbor cannot proceed satisfactorily: the present plant being obsolete through age. Some progress has been made in the B & C wharf, and there is now in the channel at dredger 10 feet of water, excepting over Dredger rock, which is 10 feet in the fairway, and has only a depth of 11 feet. The work done in deepening the harbor will be of no great advantage to the port unless the dredger rock is removed to a depth of 10 feet to correspond with the surrounding depth.

Your committee hope that the Dominion government will be prevailed upon to take immediate steps to remove Dredger rock. Aids to Navigation—The attention of the Hon. Minister of Marine and Fisheries should be called to the importance of immediately providing for the aids to navigation which were approved by his deputy on their recent visit to Victoria, as per list attached:

- Sch's Point—Light.
Brochite Ledge—Fog alarm.
Estevan Point—Light.
West Coast—Whistling buoy.
Trial Island—Lighthouse and fog alarm.
Pine Island—Lighthouse and fog alarm.
Eg Island—Fog alarm.
Rivers Inlet—Bell buoy and gas light.
Grey or Green Islands—Lighthouse and fog alarm.
Watson Rock—Wigham light.
Fraser River—Lightship, sandheads.
Cape Beale—Fog alarm.
Lookout Island, Quatsino Sound—Light-house.
All of which is respectfully submitted.
J. W. TROUP.

The report, the president explained, was adopted with the exception of the clause relating to a harbor board, because it was deemed advisable to secure further information relating to the harbor commissioners of Montreal.

A. J. Morley deplored the fact that the matter had been allowed to lie in abeyance so long after having been dealt with by the board last year. He reminded the meeting that when the committee appointed to deal with the question had reported—previous to the minister's visit—the report had been adopted, and yet had not been carried out.

The chairman did not agree with Mr. Morley that nothing had been done. When the committee reported last year a resolution of the board on the subject was transmitted to Ottawa.

Some further discussion followed on this point, and finally C. H. Lugin was appealed to with regard to the advisability of allowing the department of marine and fisheries to prepare an act such as the one recommended. "What I should like to know," said Mr. Lugin, "is whether the department at the federal capital had the ability to draft an act applicable to the requirements of local conditions. This was a hard thing to say perhaps, but his opinion was solicited, and he had given it."

W. T. Oliver pointed out that at the present time, by virtue of the resolution adopted by it, the board was committed to a policy advocating the incorporation of a harbor board. But when the report of the harbor and navigation committee (which appears above) was submitted last week, the members of the board recalled the fact that the harbor commissioners of Montreal, whose system had been held up as a model, had plunged that port into a most undesirable condition. They were behind about \$150,000, being unable to meet the interest on bonds, and it was the principal. The council, therefore, thought it wise to "make haste slowly" before advocating the adoption of a similar system here, until they learned from the report of the harbor and navigation committee the present condition of Montreal. Mr. Morley could read the letter of inquiry that was sent to Montreal if he wished.

Mr. Morley—"I don't require to read it thoroughly understand the matter."

Mr. Oliver—"I've no doubt you are entirely familiar with all subjects that come before the board on you would not be surprised to find that the report of the harbor and navigation committee was sent to Montreal for the information asked for before proceeding further."

Mr. Morley replied that there was a considerable distinction between the harbor board and the board of trade that was advocated by the board of trade. The body proposed for this port was to be purely honorary. He criticized the dilatory way in which this important matter had been treated by the board of trade, and was now being dealt with. What Mr. Oliver had said about the conditions prevalent at Montreal were known to the committee which had been formed to study the report of the board of trade, and was now being dealt with. The chairman denied that the council had contravened the action of the board. On the contrary they were now seeking the opinion of the main body.

Mr. Morley failed to see what other inference could be derived from the reopening of a matter that had been disposed of. The board had adopted the report submitted by the council last year. He moved that the board of trade draft the harbor and navigation committee be adopted.

PH. Smith seconded the motion. Joshua Kingham favored the incorporation of a harbor board, especially in view of the pilotage trouble. The chairman said the question before the board was should they wait for a reply to the inquiries sent to Montreal? Mr. MacGregor described it as childish to ask the board to wait for a reply from the federal government to prepare an act. It should be done by the board, and he moved to this effect.

Mr. Morley withdrew his motion. Mr. Lugin in seconding Mr. MacGregor's motion remarked that he did not expect the council of the board had done anything out of the way in delaying the matter until further information had been obtained from Montreal.

This motion was carried, and the secretary then read a communication from the Central Farmers' Institute, asking the board to endorse a resolution urging the preservation of an area for a national park.

Some discussion in which Messrs. Lugin, Grant and MacGregor participated, ensued, the upshot of which was the endorsement of the resolution of the Farmers' Institute by the board. On motion of Mr. Morley, Mr. Lugin was appointed to interview the provincial government relative to the location of a national park.

The subject of railway extension on the Island was taken up. It is the intention of the board to extend the railway connection it might be explained that the committee appointed to consider the matter desired to amend the report submitted by them last week, and to add the following: "The board of trade do hereby prevail upon the provincial government to prevent the construction of an Island road. Mr. MacGregor's motion carried, and the meeting adjourned."

The executive council of the Canadian Manufacturers' Association decided to hold the next annual convention in the city of Quebec, September 19th and 20th. The secretary reported that 290 persons had been booked for the British excursion, including representative manufacturers from every province in the Dominion, with the exception of Prince Edward Island.

A commission has been appointed to investigate the surrender of Port Arthur and act as a court to determine the responsibility of General Stoessel.

The great specialist asks every parent to test his combined treatment that has cured thousands of children and adults.

MOTHER AND BABY CURED. Mrs. T. R. Elliott, Keewick, near Barrie, Ont., writes, Dec. 28th, 1904: "My baby was very sick with a terrible cough. I gave her your COLTSFOOTE EXPECTORANT and OXOMULSION and a few doses cured her. I was also sick myself with a bad attack of pneumonia, two winters ago, and my lungs continued to trouble me until last winter, when I tried PSYCHINE, and in a few days my lungs got strong."

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Millions of people, of nine different nations, are constant users of Ligozono. Some are using it to get well; some to keep well. Some to cure germ diseases; some as a tonic. No medicine was ever so widely employed. These users are everywhere; your neighbors and friends are among them. And half the people you meet—wherever you are—know someone whom Ligozono has cured.

If you need help, please ask some of these users what Ligozono does. Don't blindly take medicine for what medicine cannot do. Drugs never kill germs. For your own sake, ask about Ligozono; then let us buy you a full-size bottle to try.

W. W. B. McInnes visited Seattle about ten days ago and while promulgating one of the principal stunts was assailed—not begrudgingly, of course—by a reporter of the Seattle News, who has thus cleverly described the interview:

Contentedly munching peanuts and strolling along First Avenue like the most democratic of American citizens, W. W. B. McInnes, of Nanaimo, B. C., was discovered by a News reporter last night.

Mr. McInnes is well known in Canada. Just now he is widely spoken of as the next governor of the Yukon Territory, and it looks as if he was going to get the plum, which carries with it great responsibility as well as something comfortable in the way of emolument.

In the British Columbia legislature Mr. McInnes is "the Honorable Member for Alberni." His constituents once sent him to the broader field of the House of Commons at Ottawa and it was there that he made the good impression that will likely be instrumental in landing him in the gubernatorial chair at Dawson. He is still a very young man, considering the success he has achieved as a statesman. He is essentially the statesman as differentiated from the politician, being noted for the broadness of mind with which he grasps the questions that come before him as one of the legislators of his country.

Added to that he is an orator. In making his reputation in that line he had two obstacles to overcome which he defeated less resolute men—his youth and stature. He is a little fellow, with a face as smooth as a baby's, but he is a giant in debate. When he has appeared over his desk in the big arena of federal politics at Ottawa, and his powerful voice filled the chamber which had heard the orations of Edward Blake, Sir John A. Macdonald, Sir Wilfrid Laurier, and other masters of the art of talking, the titled statesmen who were his listeners were inclined to regard him as a joke that the far west had perpetrated upon them. But it was not for long. Some of those who crossed swords with him did it to their sorrow. His eloquence, his wit, his sarcasm, and, above all, his unflinching good humor soon made him one of the most talked of men at the national capital.

His popularity was great and as he rose to prominence as a debater and a statesman he was still "Bilby" to his friends, and to-day he is "Bilby" to his one o'clock to the other in Canada. When a man can keep a name like that and be mentioned for one of the most dignified positions in the gift of his government his claims for preferment must rest on a solid foundation.

With the foregoing facts marching for review before the memory of the News reporter a good "story" seemed to be assured. After joining "Bilby" in a peanut battery of questions was unasked. It was a useless task and a great waste of ammunition. All that the reporter could get from the diminutive Canadian statesman were a few more peanuts.

Mr. McInnes is an entertaining conversationalist. He talked freely, answered all questions and discussed fully matters of moment to his country. But when away from the influence of his personality and with only a coldly unresponsive typewriter for inspiration, it becomes alarmingly apparent to the reporter that Mr. McInnes really said nothing at all.

As above stated, Mr. McInnes is a statesman. After vainly endeavoring to get some-

thing definite regarding the governorship from the prospective governor the reporter became more direct. Dipping the attention of the statesman to the telephone wires above their heads he asked: "If the governorship was tied right up there above your head and somebody cut it loose, would you dodge?"

"Would you?" asked "Bilby" and the reporter joined him in another peanut. From the Canadian papers, however, it is very apparent that Mr. McInnes is a candidate for the office. The large number of Seattle people who are interested in the Yukon territory are watching for news of the appointment about as eagerly as the Canadians, for the governor has great authority. Mr. McInnes, who is essentially western, and a man of broad ideas, would be very acceptable to the Americans who know him.

The new member of parliament from the Yukon, Dr. Thompson, passed through Seattle yesterday for Ottawa. The appointment of a governor being held in pending his arrival at the capital. He and Mr. McInnes are warm personal friends, and it is expected that he will throw his strength to the British Columbia man.

Mr. McInnes returns to Victoria to-day and will likely take some fresh roasted American peanuts with him.

THE LATE CAPT. SCOTT. Was Well Known in Shipping Circles All Along the Coast.

Of Capt. Scott, who was killed by a locomotive at Astoria, as chronicled in the Times, the News-Advertiser of Vancouver, where the captain was engaged in business for a time, says:

The deceased was well known in shipping circles all along the coast, as well as in this city. He first came here in the old steamer West Indian, which arrived in the early 90's from Liverpool with a general cargo consigned to Baker Bros. & Co., Ltd. The West Indian was placed on the run between San Francisco and British Columbia ports, but the venture did not prove a profitable one. Being a British bottom, she could not carry cargo for Puget Sound ports, and was thus at a great disadvantage as compared with the Pacific Coast Steamship Company. Then she was slow and old, and a somewhat expensive boat to run. Further, Captain Scott soon fell out with the sailing union and many a pitched battle took place on the deck of the steamer, between her captain and pickets who endeavored to steal her non-union crew. After a few weeks, Capt. Scott gave up the route and secured a charter for a trip to Central America from San Francisco, on which voyage the steamer was wrecked.

The deceased then engaged in the auctioneering business in Nanaimo and later in the same line in this city, where he was joined by Captain Hughes, another ex-sea captain. For a time they did the largest auction business in the city, but Captain Scott and his partner became interested in a mining proposition in the Similkameen. They considered they had a big thing so disposed of their auction business to J. S. Rankin, the well known auctioneer, who was then their head clerk and bookkeeper. Captain Scott and Hughes organized the Anglo-American Gold and Platinum Hydraulic Mining Company to develop their mining properties in the Similkameen and a number of local people took shares. The company, however, proved a disastrous failure and a great deal of money was dropped. Captain Scott then returned to the old country. He reappeared for a short time during the early Klondike rush and started in the commission business on Powell street, but did not make a success. Then he disappeared and nothing had been heard of him for some time, though a rumor of his death was circulated some months ago.

Captain Scott, pilot of the C. P. R. steamer Princess Victoria, is a brother-in-law of the deceased, and came to this country with him as chief officer on the West Indian.

ARE YOU HAUNTED DAY AND NIGHT?—Mind and body racked and tortured by evil forebodings, gloomy and dull, robbed of that "Divine restorer," sleep, abated the pulse, nerves shattered, generally feeble, and all this due to the dark atmosphere of great South American Nervine to obliterate and set up in its stead the glowing tints of the sun of perfect health.—108

Nine Nations

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Most helpful thing in the world to you. Its effects are exhilarating, vitalizing, purifying. Yet it is a germicide so certain that we publish on every bottle an offer of \$1,000 for a disease germ that it cannot kill. The reason is that germs are vegetables; and Ligozono—like an excess of oxygen—is deadly to vegetable matter.

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Ligozono attacks the germs, wherever they are. And when the germs which cause a disease are destroyed, the disease must end, and forever. That is inevitable.

Ligozono has, for more than 20 years, been the constant subject of scientific and chemical research. It is not made by compounding drugs, nor with alcohol. Its virtues are derived solely from gas—largely oxygen gas—by a process requiring immense apparatus and 14 days' time. The result is a liquid that does what oxygen does. It is a nerve food and blood food—the

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There lies the great value of Ligozono. It is the only way known to kill germs in the body without killing the tissue, too. Any drug that kills germs is a poison, and it cannot be taken internally. Every physician knows that medicine is almost helpless in any germ disease.

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Ligozono has, for more than 20 years, been the constant subject of scientific and chemical research. It is not made by compounding drugs, nor with alcohol. Its virtues are derived solely from gas—largely oxygen gas—by a process requiring immense apparatus and 14 days' time. The result is a liquid that does what oxygen does. It is a nerve food and blood food—the

most helpful thing in the world to you. Its effects are exhilarating, vitalizing, purifying. Yet it is a germicide so certain that we publish on every bottle an offer of \$1,000 for a disease germ that it cannot kill. The reason is that germs are vegetables; and Ligozono—like an excess of oxygen—is deadly to vegetable matter.

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