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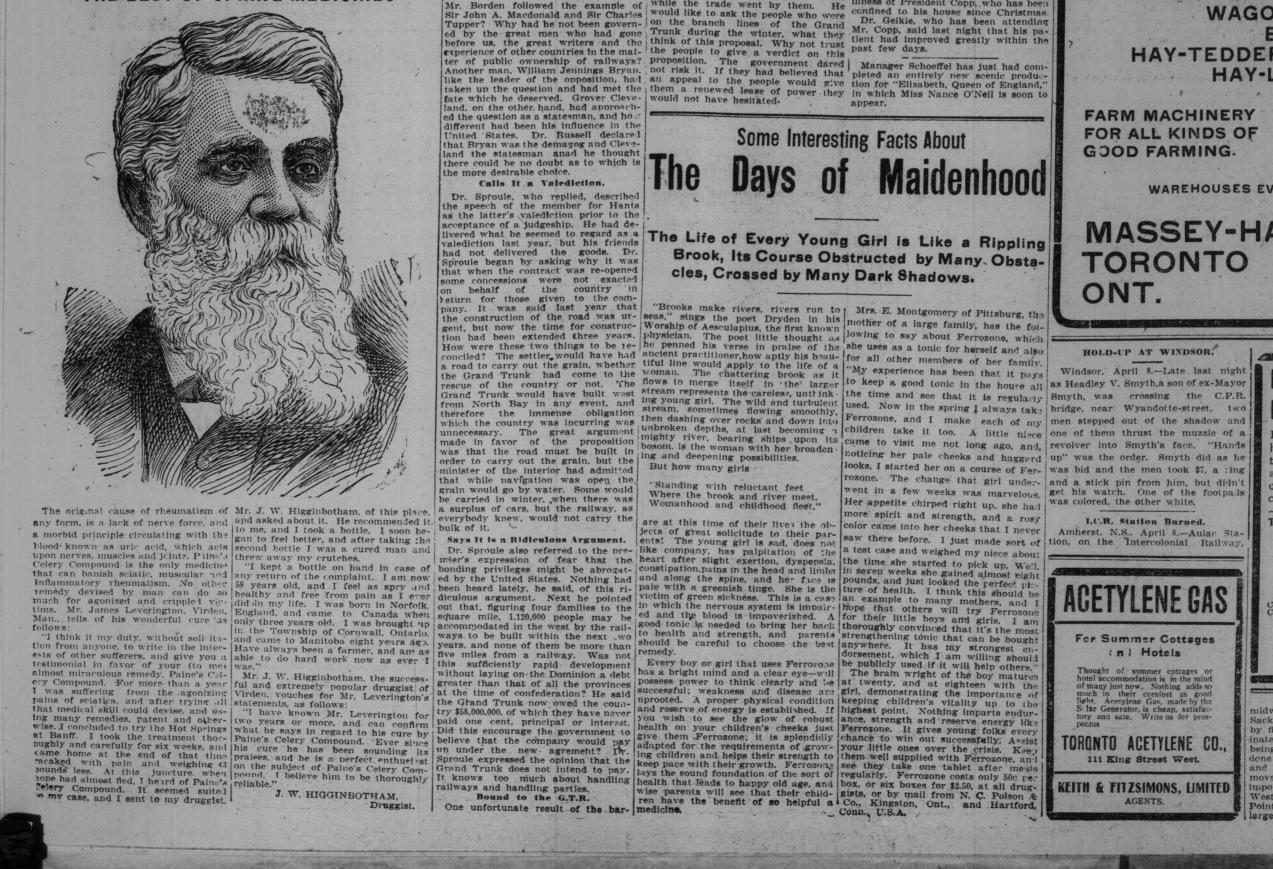
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Ottawa, April 8 .- (Staff Special.) -The ntributories to the debate on the and Trunk Pacific Railway contract

Sproule a Progressionist.

Of a different mind was Dr. Thomas or or all ways was rapidly gaining of railways was rapidly gaining round, and was meeting with public adorsation on all sides. Dr. Sproule scussed the transcontinental scheme its most important appears. The rail tits most important appears the result of a process which, for more than 20 years, has been the constant subject of scientific and chemical research. It forms a vitalizing tonic with which no other known pro-125 on every farm in the country. Dr.

Dr. Russell said that if the opposition

with the murder of old Mrs. Eliza Williams, was this morning arranged before Magistrate Bartlett, and remanded until 'after the inquest next Tuesday evening. The man attracted but little attention when Officer Lister took him to the Sandwich Jail.

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If the contract was such a great bonders of the Grand Trunk, shrewed business men, refused to accupt the shareholders of the Grand Trunk, shrewed business men, refused to accupt the securities for the country in the provision of the grand Trunk, shrewed business men, refused to accept it? Dr. Russell accused the securities for the country in the original agreement, the power of fore-leaded to the provision of the year in the called the default the defa of railways has no friend in the member for Hants. He doubted if at the end of fifty years the government would have any desire to take over and operate the eastern section, for which reason he did not think the obligation imposed in the agreement in respect of branch lines should give any cause for apprehension. Government ownership of railways, he said, was not taken up as strongly by the leader of the opposition last session as it had been a few days ago. Why had Mr. Borden taken it up with such vigor? He had not carefully studied the question. He had realized that there was a misty unformed sentiment in the country in fevor of public ownership of railways. Knowing this, he had put his ear to the ground in the hope of hearing a murmur of political capital. Why, demanded the member for Hants, had not Mr. Borden followed the example of Sir John A. Macdonald and Sir Charles Tupper? Why had he not been governed by the great men who had gone before us, the great writers and the experience of other countries in the matter of public ownership of railways. Another man, William Jennings Bryan, like the leader of the ooposition, hal taken up the question and had met the fate which he deserved. Grover Cleveland, on the other hand, had approached the question as a statesman, and how different had been his influence in the differe land, on the other hand, had approached the question as a statesman, and how different had been his influence in the United States. Dr. Russell declared that Bryan was the demagog and Clevelland the statesman anad he thought there could be no doubt as to which is the more desirable choice.

Calls It a Valediction. Dr. Sproule, who replied, described the speech of the member for Hants as the latter's valediction prior to the

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would bring the discussion to a close. Archie Campbell moved the adjournment of the debate. He will have the floor on Monday. Hon. Charles A. Filt. Plate and M. K. Cowan are (the only other prominent. Liberals who are likely to take part in the debate.

Dr. Russell is a fluent speaker, who can perhaps fam more words into a given space of time than any other man the house. He spoke with exceptional fluency to-day, but weight was not a prominent characteristic of his argument. Perhaps the most notable feature of Dr. Russell's speech was his onslaught on the principle of public ownership of railways. He admitted that there was in the rountry "a misty unformed sentiment" in favor of public that the rewas in the country "a misty unformed sentiment" in favor of public liquid property is not made to the debate and the country "a misty unformed sentiment" in favor of public liquid property is not made to the promound.

The virtue of Liquozone lies in the poison, and it cannot be taken internal and cannot be taken internal city to day, it to-day.

The virtue of Liquozone lies in the poison, and it cannot be taken internal city to design the debate.

It is characteristic os certain that the publish on every butlet and offer medicine does not apply to them, for life of an animal—is deadly to vegetable: and Liquozone—the very life of an animal—is deadly to vegetable: and Liquozone is a liquid, with the blood. Liquozone is a liquid, with the blood. Liquozone is a liquid, with the blood. Liquozone is a liquid, with the blood of code and the blood of code and every many of the control of the control

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CUT OUT THIS COUPON

one to rise from the dead. He suggested that Sir Charles Rivers-Wilson, in saying that he was a partner with the government, was making merely a flourish of rhetoric, in the exuberance of his fancy, using a mere figure of speech. Dr. Russell argued that if, as Mr. Northrup had said, the opposition were in favor of the original policy of the Grand Trunk to build from North Bay, they were in favor of a scheme which Mr. Osler declared would divert Canadian traffic to the United States profe his arrest, which might account for the \$2 found on him. "It makes no difference whether he earned \$5 or not," said the chief. "I don't believe he did anything that would account for the preserves and the shood."

Toronto, Ontario

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Northrup had said, the opposition ment to look after the interests of the farmer, the mechanic and the laborer? If the government was a partner with a saying that would account to look after the interests of the farmer, the mechanic and the laborer? If the government tried to lower the farmer, the mechanic and the laborer? If the government tried to lower the farmer, the mechanic and the laborer? If the government tried to lower the farmer, the mechanic and the laborer? If you won't lower freight rates would not the railway to not say in the farmer, the mechanic and

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midway between Amherst, N.S., and Sackville, N.B., was totally destroyed by fire this afternoon. The fire originated from a defective flue, and there inated from a defective flue, and there being no appliances nothing could be done to save the building. The freight and telegraph instruments were removed by the train hands. This is an important station, all the traffic from Westmoreland Point, Mt. Whately and Point De Bute, being from this point large quantities of hay being shipped.