

A Generous Response

FRIDAY MORNING

Has been given by an appreciative public to our Determination Sale ads. Unlike most other houses we don't have sales every day or so during the week. Every day during the 313 selling days of the year our values are such that none can surpass-and on two occasions only we hold our half-yearly sales. Our mid-summer sale-"Determination" we call it-will close to-morrow night. It's been a success and we are pleased - but we want to

make to-morrow the biggest Saturday of the three-and if you will continue your hearty support we'll do the rest. Read the details:

Men's Skeleton Sacque Suits (coat, pants and vest), 15 only, neat stripe. 5.98 only Two-piece Suits, coat Norfolk style, nice neat grey, small check, 5.98

LIGHT WEIGHT SUMMER VESTS. SILVER GREY LUSTRE COATS.

75 pairs Men's Tweed Pants, 98c. These are a mixed lot of regular 1.50 and 1.75 trousers, sizes 36 to 42, Saturday....

100 pairs Men's Blue and Black Overalls, without bibs, regular 50c and 60c, for BOYS' LARGE SIZE 3-PIECE SUITS, 1.98.

We have about 30 splendid Suits, mostly light colors, in large sizes, all good wool tweeds, sizes 33 to 35, regular 3.50, 4.00 and 5.00 Suits, for 1.98

Every department in the house will contribute its share to the

Bargain Tables for one of the best days of our Determination Sale. SHOP EARLY!

LAURIER DEFENDS G. T. R. government had deputized the company to secure the shortest line from Levis to Edmundston, a line which should have been built in 1867. It had

Continued Frem Page 1.

Tion which was made was that there should be delay, but to those who talked of the policy of to-morrow, to those who tell us to wait, wait and wait, to calculate, to inquire, our answer is 'No.' This is not a time for deliberation. It is a time for action. The flood tide is upon us that leads to fortune; if we let it pass it will not occur again. If we let it pass our national life will be in the shallows, instead of with the flood tide. We cannot wait because time does not wait. A wonderful development is in progress. We cannot wait, because a transformation is going on in our national life. We cannot wait, because the prairies of our Northwest, over which for countless ages roamed the bison and the red men, are now occupied by white men. Last year they came in 100,000 strong. They are coming in greater numbers this year, and already they are at work sowing and reaping.

"I consider, then, it is the duty of the Canadian government and parliament; it is the duty we owe to those who are going into that grand country to wive the dead to the condition. We have a direct line from Levis with the government proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to correct the mistake of that day. How then, could it be said that the proposed to

coming in greater numbers this year, and already they are at work soving.

"I consider, then, it is the duty of the Canadian government and parliament. It is the duty we owe to those who are going into that grand of things. We consider it is the duty of these who meet within these wails to assist the lowest possible cost, as we had done to those who work in the forests, the fields and the mines of the older peraity; it is not of to-morrow but of to-mine. He had the lowest possible cost, as we had done to those who work in the forests, the fields and the mines of the older peraity; it is not of to-morrow but of to-mines. He had the proposed to make the peraity of the work of the fields and the mines of the older peraity; it is not of to-morrow but of to-mines. He had the proposed to make the peraity of the work of the fields and that an ever vigilant competition is with the thing the proposed to make the peraity of the fields of the proposed to make the peraity of the fields of the proposed to make the peraity of the fields of the field of the

Moulton College,

STAND UPON MANHOOD. In face of this Sir Wilfrid asked were the people of Canada not to stand upon their manhood and place themselves in such a position that in all times of the year they should have access by

such a position that in all times of the year they should have access by two or three railways, if necessary, to their own high lands, so that they could say to their American neighbors, "Taka away your bonding privileges if you choose"? Canada was commercially independent, and would absolutely secure this independence when it had this new railway to her own harbors. What would the house say when he read messages sent by President Cleveland to congress in 1888 pointing out the advantages of the bonding privileges to Canada because of the closing by ice of the St. Lawrence River during the winter months and recommending their cancellation? This would have affected some \$270.000 worth of goods passing thru from Canada to United States ports, all of which was liable to duty. President Cleveland's action was due to the refusals of the Canadian government to consent to the application of the fishery treaty of 1880, in reviewing which Sir Wilfrid and provided the provided, numerous other ramifications of business. All this strong-light suggested to Sir Wilfrid's mind the belief that a government could not do justice to such a situation. He greation of the closing the first that a government could not do justice to such a situation. He greation of the closing the willing to give power to a government or a commission to undertake all these branches of business. Sir Wilfrid said he regurded the Grand Trunk Pacific as a work essential as the LC.R. and C.P.R. had been shortly after confederation. The confederation conference of 1864 had affirmed the necessity for the immediate construction of the Intercolonial without waiting for surveys or exploration because it was a work of political necessity.

WHEN B.C. CAME IN, Then, when British Columbia came in the provided the confederation.

spent some time.

Up to this moment we had escaped the danger with which on a recent occasion we had been threatened, but what would happen if in a moment there should be a frenzy among the nations, and the American nation was affected thereby, so that they would debar Canada from the bonding privileges. The only way to avert a calamity of that kind was to provide against it, and to have within our own territory the facilities for access to our own harbors. Canada's relations with the United States were friendly, and he trusted they would ever continue so. He had great admiration for the American people, but he had found that the best and most effective way to maintain friendship with our neighbors was to be absolutely independent of them. As to the statement that the new line would injure the trade of the Intercolonial Railway, Sir Wilfrid said the answer was that there would be sufficient trade from the west for two roads, if not more. But if, after all, it came to a question as between the Canadian people and any injury to the trade of the Intercolonial Railway, he would ask whether the Intercolonial Railway, he would ask whether the Intercolonial Railway existed for the people of Canada for the Intercolonial If an error had been the canada and Lake Abbitionet the people of Canada for the Intercolonial If an error had been the winning and Lake Abbitionet were were well as the people of Canada for the Intercolonial If an error had been with the rest of the Dominion, and the government undertook the work with the government undertook the work with the government undertook the Dominion, and the government undertook the work with the succertaining the productivity of the country hord the work stream to country hord to the succertaining the productivity of the country hord to the succertaining the productivity of the country to the trade of the Intercolonial Railway, he would are the productivity of the country to the district lying between Winnipeg and Lake Abbiti

would ask whether the Intercolonial Railway existed for the people of Canada, or the people of Canada for the Intercolonial. If an error had been made in the past, why should it not be corrected? And as to a matter of right between the railway and the people, he was satisfied to leave the Issue with the people themselves.

UNFOLDS HIS POLICY.

these sections of Canada. Then he took up the district lying between Winnipeg and Lake Abbiti bi, and quoted from the reports of the explorers and surveyors sent out by the Ontario government in 1890, that the land in that particular region was excellent for settlement. Sir Willrid also quoted from reports obtained by

Sir Wilfrid then proceeded to unfold the Quebec government going to show that the territory between Quebec and Winnipeg is rich in resources. winnipeg to Moncton, to be built by the country that would be opened up by sovernment, and the second from Winnipeg to the Pacific, to be owned and operated by a company. It had been said that the government was allowing a company to have the productive portion, while keeping to itself the unproductive part of the line. That would be true if the government proposed to operate the line, but a contract had been entered into with a capable company, whereby this eastern section will be operated by them. The company agreed to pay the government a rental of 3 per cent, per annum on the cost of construction of that portion between Winnipeg and Moncton, so that The route to be opened up by the construction of a railway thru the Pine River of Peace River pass. In the same optimistic strain he spoke of the pulp resources of the country between and Winnipeg.

Sir Wilfrid said he believed that the trade of the Orient was bound to come to Canada. Everybody knew that there was no nation so well situated as Canada to capture the trade of China and Japan.

The Atlantic route between Europe and Canada was the shortest available. The route to be opened by this railbe operated by them. The company here the part of construction of that portion between Europe of tween Winnings and Moncton, so that was the shorts as the part of the work in begun, and must be approved the work is begun, and must be approved to make any of the profits, but to use the work is begun, and must be approved the work is begun, and must be approved the work is begun, and must be approved to construction of the road would be paid upon the coal of construction of the road would be paid upon the coal of construction and treasury. The interest that would be paid upon the coal of construction and treasury. The interest that would be paid upon the coal of construction and treasury. The interest that would be paid upon the coal of construction of the road would be paid upon the coal of construction of the company will pay 3 per company will pay 3 per company. Therefore what the government is profits, it was the story of the profits of the road would be because they wished to keep this case of the paid upon the coal of the paid upon t

constrully operated as a government road.

MUST BE CREATED.

Sir Wilfrid said he might be blased and prejudiced in this opinion, but he and prejudiced in this opinion, but he sold Grand Trunk Company. When the captured by the old Grand Trunk Company. When the captured by the old Grand Trunk Company. When the captured by the old Grand Trunk Company. When the captured by the mortgages as follows:

(a) A mortgage which should be a

and again as a threat to obtain from us concessions that we would not otherwise have given.

On the bonding privileges Sir Wilfirlia discoursed at length. He repeated to the house a statement made by Andrew Carnegie that a preferential arrangement cannot be effected between Britain and Canada because it is in the power of the United States to suspend the bonding privileges. A word from the President could cancel them, Carnegie had said, and President Roosevelt would be the last man to hesitate to say that word.

In the difference of the Sovern-the given in the shore of Georgian Bay. This was nothing but a bleak shore, not a building of any kind. Mr. Booth had said at the time that shore of the United States to suspend the bonding privileges. A word from the President could cancel them, Carnegie had said, and President Roosevelt would be the last man to hesitate to say that word.

he would have to create business there, build wharves and elevators, secure traffic from Lake Superior ports, and, perhaps, buy wheat. Sir Wilfrid then formed the opinion that when everything had to be created in this way no government should undertake the work. Port Simpson, the terminus of the projected Grand Trunk Pacific Railway, is now, as Depot Harbor was in 1896, a bleak shore. Everything would have to be created there, wharves and elevators, perhaps hotels, steamshift would have to be provided, numerous other ramifications of business. All this strong-ly suggested to Sir-Wilfrid's mind the

mind the ald not do the Grand Trunk Pacific to the exyould be tent of 75 per cent. of the cost of the said section.

The liability in no case is to exceed \$13,000 per mile on the prairie section, and \$30,000 per mile on the mountain

In order to enable the company to secure the balance of the 25 per centineeded for construction a second series of bonds not guaranteed by the government but by the old Grand Trunk Company, and holding a second lien on the road, will be issued.

This contract was very favorable for the government was relieved from the possibility of paying interest on the bonds, owners to the latter being backed by the

application of the fishery treaty Then, when British Columbia came of 1880, in reviewing which Sir Wilfrid into confederation the necessity arose for a road to connect that province the danger with which on a recent or

the coast, a distance of 1600 miles, would be the interest on \$18,000,000 for seven years, or about \$3,780,000. On the eastern section it is provided that the company shall operate the ond under a lease at 3 per cent, per

Three miles from the head of Broadview Avenue on the

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TECUMSEH vs. TORONTO.

SATURDAY, AUG. 1st

ernment was relieved from the possibility of paying interest on the bonds, owning to the latter being backed by the old reliable Grand Trunk Railway formpany itself. It was also provided that the company must furnish equipment for the road to the value of \$20, ment for the road to the value of \$20, ment for the road to the value of \$20, ment for the road to the value of \$20, ment for the road to the value of \$20, ment for the road to the value of \$20, ment for the road to the value of \$20, ment for the road to the value of \$20, ment for the road to the value of \$20, ment for the government as constituting equipment and not including ships or provincial or municipal grants, to secure payment of the first issue of mortgage bonds guaranteed by the government.

(b) A second mortgage upon the above described property, except the THIS AFTERNOON AND EVENING **Big Free Show** Aug, 12-Grand Conservative Demonstration-afternoon and evening

Another important provision, continued Sir Wilfrid, was that as to the character of the road. Between Winnipeg and the Rocky Mountains it was to be of the same character as the G.

T.R. between Montreal and Toronto, insofar as that is possible in the case of a rewly-constructed railway, and excepting that it is not to be double-tracked. (Opposition laughter.)

(b) A second mortgage upon the above described property, except the rolling stock constitution, the equipment of the eastern division to secure the bonds of the Grand Trunk Railway Company.

(c) A mortgage chargeable upon the rolling stock constitution, the equipment of the eastern division to secure the government rental payable in respect of the eastern division, to secure the continuous operation of

ed. (Opposition laughter.)

All that the government contributes the road and the observance of the is a payment of interest for a certain terms of the agreement.

All that the government contributes is a payment of interest for a certain number of years.

As regards the mountain section, the company is not to be called upon to meet interest for seven years; for that period interest will be met by the government. After seven years the company will pay interest, if the proceeds of the railway are sufficient to produce it, and if not the government will pay this interest for another three years, but for the latter every cent is to be repaid the government by the company. The security for the accrued interest for these three years will be a second mortgage upon the road, which the government will take with the provision that it must not be foreclosed for that period, but that the amount will be added to the capital upon which the company must either pay 3 per cent. Interest or repay in forty equal instalments.

The PRAIRIE SECTION.

Coming to the prairie section Sir Wilfrid said the company would be required to pay interest from the is-

RATES OF TOLLS. Another important provision has ref-

Coming to the prairie section Sir Wilfrid said the company would be required to pay interest from the issue of the bonds. The whole liability of the government, therefore, on the entire section between Winnipeg and the court of distance of 1600 miles. erence to the rates of tolls which were provided for in Section 39. It was contemplated that either the government should have supervision in this matter or else the commission would see which was to be organized. It was contemplated at first to compel the company to pay over a share of its profits to the government, but upon consideration the ministry had thought sideration the ministry had thought with the government in the construc-tion of the road. Plans are to be sub-mitted to the company before the work is begun, and must be approved them so as to compel a decrease in the

ston of railways in the consummation of confederation, which he declared would be but a paper union without them. Sir Wilfrid in conclusion said: which we would be glad to shut out. But if it were so how was it that the government had neglected to provide against that calamity, and had only awakened to the necessity of doing ada. While I am well aware it will not everywhere be received with the same feelings, I claim that every one who has in his heart the desire for the upbuilding of Canada will welcome it as a scheme worthy of his approval and one which is backed by the strength of this young country which is ready and able to meet all its duties and responsibilities."

STORAGE FOR FURNITURE AND Plants that the proving the oldest and most reliable for moving: the oldest and moving: the oldest and moving: the oldest and single furniture vast against that calamity, and had only awakened to the necessity of doing something after seven years of powers. He believed that the bonding privilege was as valuable to the United States as to this country, and he wished against that calamity, and had only awakened to the necessity of doing against that calamity, and had only awakened to the necessity of doing against that calamity, and had only awakened to the necessity of powers. He believed that the bonding privilege was as to this country, and he wished to disclaim in language

opened. Mr. Borden then characterized the Premier's speech as a discoursive statement, in which he rambled all over the history of the country for the past twenty-five years. He reminded Sir Wilfrid of the time when he (Sir Wilfrid) raised his voice against a transcontinental railway, and declared that it would be better to break the Dominien to pieces than go to the expense of building a railway across the continent. Then he had said that the whole Western country was worthless Dominion to pieces than go to the expense of building a railway across the continent. Then he had said that the whole Western country was worthless and useless and that the road would not even pay for the grease on its axles. Mr. Borden said he was glad Sir Wilfrid realized that the C. P. R. had bound together the people of the country and made it the nation that it is. Sir Wilfrid had stated that this was no time for deliberation. As to this statement Mr. Borden pointed out that the Laurier government had been in power for seven years and the transportation question had been before them all the time. Mr. Borden admitted the schame as presented bore the imprint of the truth of the latter state-

HELP WANTED. TRLS WANTED-STEADY WORK:

chool, Lebanon Hospital, Westchester and auddwell-avenues, New York City.

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J. A. WALKER,

Proprietor. NEW WILLIAMS



In this act.

These were the salient features of the measure which he compared with the terms granted to the C. P. R. No exemption from competition would be granted, and the company would have to meet competition from all sources. There was, Sir Wilfrid said, an examption from taxation to the Canadian Pacific. While not one cent of exemption is guaranteed to the Grand Trunk Pacific. Under the circumstances he felt he could appeal to the good judgment of the house to ratify the terms of the agreement of the committee. Canada had made greater sacrifices than any other country in order to provide herself with railways. These sacrifices had been rendered necessary because they lived alongside of a great nation and private enterprise was not always willing to undertake unaided the construction of our commercial highways.

After referring to the potency of railways as instruments of civilization and unification, and particularly to the important part played by the construction of railways in the consummation of confederation, which he declared would be but a paper union without them. Sir Wilfrid in conclusion said:

Bade, Toronto.

ment that there was no time for deliberation.

"He has changed his mind very much," said Mr. Borden, "since the first days of this session, when in the speech from the throne it was announced that a commission of experienced men would be appointed to enquire into all report upon the transportation commission of that transportation commission of that transportation commission of that commission that suggests this projec? What will this commission repior now that this project has been brought down? Has the hone the first days of this session, when in the speech from the throne it was announced that a commission of experienced men would be appointed to enquire into all dreport upon the transportation commission of that transportation commission of that commission that suggests this projec? What will this commission repion to what this project has been brought down? Has the more than the commi

is ready and able to meet all its duties and responsibilities."

There were thunders of Liberal applause when Sr Wilfrid sat down. That the Premier had succeeded in commending the G. T. P. project to his followers was not open to doubt.

R. L. BORDEN'S CRITICISM.

Contrary to expectations, R. L. Borden decided to offer some criticism on the first reading of the bill. With a slight show of heat he complained that Sir Wilfrid had not provided him with a copy of the contract before the house opened. Mr. Borden then characterized the Premier's speech as a discoursive with the scheme in its salient aspects. In the first place it had been put back

with the scheme in its salient aspects. In the first place it had been put back for at least fifty years the principal of government ownership of railways. He did not commit himself to approval of public ownership, but the government had no right to make the application of that principle impossible if it should commend itself to the people.

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GEO. O. MERSON, CHARTERED Accountant, Auditor, Assignee. Room 32, 27 Wellington-street East, Toronto. BUILDERS AND CONTRACTORS R ICHARD G. KIRBY, 539 YONGE-ST., contractor for earpenter, joiner work and general jobbing. 'Phone North 904.

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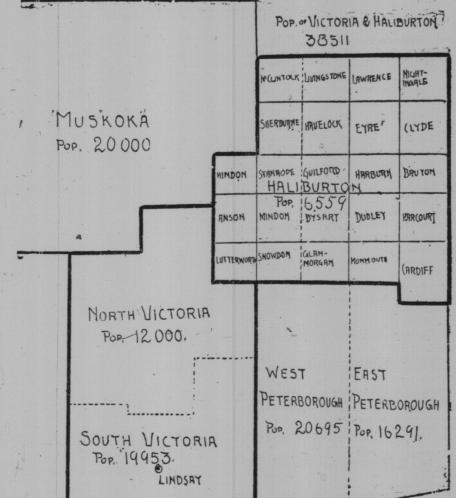
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Victoria County and the Redistribution.



on Canadian waters, and every inch of it in Canadian territory.

Again the Liberals cheered, but loud laughter was the only recognition Sir Wilfrid's statement received from the opposition. Sir Wilfrid asked the cause of this levity. Of what he demanded were the honorable gentlemen thinking, when they had the facts before them, that to-day we were as we had been from earlier times dependent upon the United States for our transcontinental transportation?

True, we were enabled to use American ports by the concession of bon!

True, we were enabled to use American ports by the concession of bon!

True, we were enabled to use American ports by the concession of bon!

True, we were enabled to use American ports by the concession of boni-ican ports by the concession of boni-ing privileges, but this bonding privi-ege had always been held over our heads as a sword, and had been used again