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LONDON, FRIDAY, MAY, 27.

The Railway Jugglers.

Of the railway projects alone the Grand Trunk Pacific scheme will demand an annual interest provision of \$8,000,000, and if the line fails to pay, as all disinterested men of knowledge believe will be the case, the demand for maintenance may well rise to five millions more annually.

The interest on the present debt of Canada is about ten million dollars; add the interest on the Government obligation of the Grand Trunk Pacific, and add the probable addition for maintenance, and we shall have a stupendous total, every dollar of which will be a first annual charge upon income. When the world's prosperity comes to the ebb, as it does every few years with almost unerring regularity, the total income from customs in Canada will be eaten up in interest on national debt, and provision for the national obligation towards railways.

Then will be a day of reckoning—London Free Press.

Speaking of a day of reckoning, our contemporary's wits must have been wool-gathering on the day it tried to reckon the cost of the Grand Trunk Pacific to the country and produced such figures as the above. A good many extravagant estimates have been made, but our neighbor has topped them all.

An interest charge of \$8,000,000 a year would mean at 3 per cent, a capital outlay of nearly \$270,000,000. In their wildest flights of imagination, the opponents of the Grand Trunk Pacific project have never reached such a height as that. A comparison of the figures put forward by the Government and the Opposition will throw some light on the question.

The Government's estimate is as follows: The length of the eastern division, Winnipeg to Moncton, will be 1,825 miles, and the cost per mile \$30,000, or in all \$54,750,000. Allowing six years for its completion, interest at 3 per cent on the cost of construction during that period would be \$4,927,500. In round figures the cost of the eastern division may be put down at \$60,000,000, and the country will own it for all time to come. The Government will pay the interest on this sum for seven years, amounting to \$12,500,000; after that, the Grand Trunk Pacific pays a rental equal to 3 per cent of the cost of construction. Then on the prairie section, Winnipeg to the Rockies, about 1,000 miles, the Government guarantees three-fourths of the cost, not exceeding \$13,000 a mile; but every one concedes that this portion of the road will be a paying one from the start and will cost the country nothing. On the mountain section, 500 miles, the Government guarantees three-quarters of the cost whatever it may be. A fair estimate would be \$40,000 per mile. At that rate the Government would have to guarantee \$20,000 per mile, or \$15,000,000. Upon this sum it must pay interest for seven years, amounting to \$3,150,000. So that the total burden thrown upon the country will be:

Eastern division, 7 years' interest	\$12,500,000
Mountain section, 7 years' interest	3,150,000
Total	\$15,650,000

There are some contingencies which may increase this amount. The Government may not be able to borrow money at 3 per cent; the railway bonds may have to be sold at a discount, in which event the Government must make up the difference; the eastern division may cost more than \$30,000 per mile, and the mountain section more than \$40,000 per mile. Mr. Borden estimates the cost of the eastern division at \$40,000 per mile, and the mountain section at \$50,000 per mile. He figures the Government's liability, in case 3 per cent securities can be sold at par, to be as follows:

Eastern division, 7 years' interest	\$17,640,000
Mountain section, 7 years' interest	4,410,000
Total	\$22,050,000

In the event of the 3 per cent bonds selling for only 90 per cent of the face value, the amount of the Government's obligation would be increased to \$24,000,000. It may be taken for granted that Mr. Borden has put the worst face on the contract, but he lacks the hardihood of our local contemporary. It may be easy to gull some people by piling up mountains of figures and labeling these "Government obligations." The public debt will be increased by \$60,000,000, the cost of the eastern division; but the burden of carrying this falls upon the Grand Trunk Pacific after seven years. The Government assumes obligations of \$15,000,000 by guaranteeing the bonds of the mountain section, but here again the load is shifted to the shoulders of the Grand Trunk Pacific after seven years. In respect of the prairie section the Government guarantees the bonds to the extent of \$12,000,000, but this is merely a loan of public credit, and will cost the public nothing. If the road should pay no more than its operating expenses after seven years, the Government would be "stuck" for the interest on \$88,000,000, which is the extent of its obligations, according to its own estimate. At 3 per cent this would be \$26,400,000 per year. Mr. Borden's wildest estimate of the Government's liabilities is \$171,000,000, based on the assumption that the 3 per cent bonds will realize only 90 per cent. At this rate the Government's interest liability would be \$5,130,000 per year.

The shrewd railway men who are behind the Grand Trunk Pacific have no idea that the road will be a failure, and they are probably surer of their ground than the railway amateurs who are predicting disaster. The expectation of the Government is that Canada will secure this new trans-continental road for a good deal less than this year's surplus in the public accounts.

Driven From the High Seas.

James J. Hill, the railway magnate, built two of the largest freight vessels in the world to carry grain across the Pacific, as an adjunct of the Great Northern Railway system. That was not long ago, but Mr. Hill says he had enough, and would rather build a thousand miles of railways than two ocean carriers. He built his boats in an American shipyard, and they cost him 28 to 30 per cent more than if he had got them abroad. He would be glad if someone would take them off his hands.

Mr. Hill made this statement before the Merchant Marine Commission, a committee of Congress, which is conducting a coroner's inquest over the corpse of a once flourishing industry—the American merchant marine. Forty years ago the Stars and Stripes were floating in every sea and running the Union Jack a close race; but the American flag has since been driven from the ocean. All sorts of proposals are put forward for the revival of the corpse, and Congress is disposed to try any experiment but the right one. The only hope for American shipping is in free ships; in admitting all the materials of shipbuilding free of duty and allowing Americans to buy ships in the cheapest market. The United States navigation laws compel American ships to be built in American shipyards; and the United States tariff laws make the cost of shipbuilding materials so high that American shipyards cannot compete with Great Britain or Germany.

Lewis Nixon, an American shipbuilder, tells the commission that steel plates cost the English builder \$26 per ton and the American builder \$34 per ton. Why? Because the steel trust has the United States by the throat. Rear-Admiral Bowles, who was chief constructor of the United States navy, confirms this statement. C. B. Orcutt, president of the Newport News Shipbuilding Company, claimed that a ship could be built in a British yard for 75 per cent less than in an American; but he reduced this estimate to "40 or 50 per cent less." Thomas Clyde, another shipbuilder, insisted that the Government ought to make up the difference caused by the higher wages paid to the American seamen, and then bewildered the commission by adding that "in spite of the lower rate of wages paid on English ships and the poorer food and quarters on them, it is easier in any part of this country to ship a crew for an English vessel than for an American."

Some of the witnesses say that only Government subsidies will restore American shipping. James J. Hill says no amount of subsidies "will build the American mercantile marine into a life worth living." His remedy is a bounty on the exports shipped in American bottoms. Mr. Nixon wants preferential duties on goods imported in American bottoms; a policy that would do more than anything else to draw reprisals from Great Britain. Admiral Bowles suggests the removal of the duties from steel plates; but the steel trust would fight this to the death, and the Republican party will not touch the tariff until forced to. The probability is that Congress will do nothing wiser than subsidize the shipping industry at the expense of the public. This is the old familiar device. So long as the republic sticks to this purblind policy Britannia will rule the waves.

An automobile in Toronto has run over a pedestrian. Toronto is putting on social airs.

The Japs have again proven that they kin Chou the Russians a thing or two on land.

General Hutton has got himself into another row in Australia, and Colonel Sam Hughes isn't shedding any tears.

Mr. Borden has come out flat-footed for Government ownership of railways. The London Free Press and the Montreal Gazette will have to take a pretty sharp curve.

The two hundred square pianos burned at Atlantic City yesterday by the manufacturers would have brought pleasure to two hundred families or charitable institutions. The bonfire was a disgrace to those who provided the fuel.

President Baer, of the coal trust, who is before the courts on a charge of conspiracy, says, "We shall hold up the price of coal just as long as the people will pay it." The people, therefore, have two alternatives—they must consent to be held up or they must do without coal.

The commission to investigate the question of railway taxation has been appointed, and consists of Prof. Shortt, of Queen's University; J. H. Pettypiece, M. P. P., and Judge Bell, of Chatham. Prof. Shortt is an authority on economics and has studied the transportation problem. Mr. Pettypiece is the author of the Pettypiece bill, and the leader of the agitation for higher railway taxation. Judge Bell has taken an interest in municipal matters for many years. The commission is a good one, and should do good work.

It was a well-dressed young man, with a sad, faraway look in his eyes, that stood on the steps as the lady opened the door.

"Excuse me, madam," he said, as he lifted his hat, "but could you direct me to the Home for the Friendless?"

"Do you mean to say that you are seeking it as a refuge?" she asked, in surprise.

"I am, madam," he replied. "I am a baseball umpire."

RUSSIA AND ENGLAND.
(St. Petersburg Novosti.)
Why do we not like the English?

They are manufactured by NEW PROCESSES and are SUPERIOR to any other makes on the market.

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Because we do not know them. The ignorance of the Russian publicists who rail against England is striking. They are not confused, because they know that the more they attack England the more they are favored by a section of their readers. What did they not say against England on the subject of mediation? And after all, the rumor was false. Are these gentlemen confused? No. They continue their newspaper war against England, forgetting that the interests of Russia are thereby damaged. These eternal misunderstandings with England weaken our forces and undoubtedly prevent our pacific development in Asia. If they say there can never be any Anglo-Russian agreement with regard to Asia they lie. France, by her arrangement with Great Britain on the subject of Egypt, Morocco, and other countries showed that all artificial misunderstandings are easily withdrawn if the governments interested discuss them dispassionately, and with a sincere wish to grant mutual concessions.

SAVE THE WILD FLOWERS.
(New Bedford, Mass., Standard.)
Again the suggestions are in order that children and others be warned against the destruction of native wild flowers by over-much gathering them. A single spray satisfies the love of the beautiful, and gives as good opportunities for study as a handful or an armful. Teachers should make their children encourage to bring specimens into the classroom. Nature study should not be allowed to stand as an excuse for ravaging the fields and woods or risking the extermination of wild flowers and plants.

ALL HIS LEGS OCCUPIED.
(Chicago News.)
As Prof. Starr remarks, the British lion is on his last legs. He is reaching out for new territory with his forelegs.

HER IMPRESSION OF BASE BALL.
(Washington Star.)
"You were telling me about the baseball game, Charlie, dear," said young Mrs. Torkins, trying to look interested.

"Yes. It was quite interesting. Two of our players got home in one inning."

"Did they? I'm willing to bet a small wager that they didn't get home in time for dinner."

OR THROUGH HIS HAT.
(Chicago Record-Herald.)
The London Times is reported to be adopting American ideas. The next thing we know John Bull will be talking through his nose.

EVIDENCE TO THE CONTRARY.
(Toronto Star.)
Brant Sero has been telling the Britishers that Canada is one hundred thousand women shy. And yet nobody would believe it who ever saw a bargain-counter rush.

"POOR OLD CRONJE."
(Ottawa Citizen.)
Last week at St. Louis, Gen. Cronje delivered a lecture on the Boer war. It was widely advertised and the hero of Paardeberg expected to make some money out of it. There were 28 persons in the audience when the lecture was delivered.

THEY ARE A POWERFUL NERVEINE.
Dyspepsia causes derangement of the nervous system, and, if neglected, is dangerous, is difficult to deal with. There are many testimonials as to the efficacy of Parment's Vegetable Pills in treating this disorder, showing that they never fail to produce good results. By giving proper tone to the digestive organs, they restore equilibrium to the nerve centers.

Ice cream in all flavors served at the Olympia Candy Parlors.

In Going to New York or Philadelphia
Take the direct route from London, the Grand Trunk and Lehigh Valley. Four fast express trains daily. For tickets and further particulars, call at city or station ticket office, G. T. R. 12-g

What flavor drink do you like? The Olympia Candy Store will make it for you.

ILL-FITTING BOOTS and shoes cause corns. Holloway's Corn Cure is the article to use. Get a bottle at once and cure your corns.

During the half century that we have made pianos, art ideals have been uppermost in all the sentiment that has guided our handiwork, and our product to-day demonstrates more forcibly than at any other time that in the

Heintzman & Co.
Piano
(Made by the old firm of Heintzman & Co.)
pure art is fundamental. The world's great artists bear testimony to this fact in making this piano their invariable choice at all great functions and musical occasions.

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Father and Son
BOTH CURED OF
KIDNEY TROUBLE

BY
Doan's
Kidney Pills.

Mr. Benjamin Brooks, a well-known farmer of West Cape, P.E.I., tells of how his son was cured of Kidney Disease, and how he was cured of Backache.

The First Sign of Kidney Trouble.

He says: "Our little boy was troubled with kidney disease. We had tried many kinds of kidney pills but they only helped for a time. We got Doan's Kidney Pills and one box effected a perfect cure. About six weeks after this I caught a very bad cold that settled in my kidneys. My back was so sore I could hardly walk. I went to the drug store and got a box, took them according to directions and the result was that my back was completely cured. I believe they are the best kidney pill on the market to-day."

There is not a kidney trouble from Backache to Bright's Disease that Doan's Kidney Pills will not relieve or cure. The price is 50 cts. per box, or 3 boxes for \$1.25 and may be procured at all dealers or from

THE DOAN KIDNEY PILL CO.,
TORONTO, ONT.

A NOBLE SACRIFICE.
(Westminster Budget.)
Mr. Cremer, M.P., has done honor to himself and to the cause of International arbitration, for which he has worked with persistent enthusiasm for over thirty years, by a splendid act of self-sacrifice. At the dinner given last week at the Holborn Restaurant to celebrate the award of the Nobel Prize last year by the Nobel Committee to the English Parliamentarian in the cause of peace, Mr. Cremer handed over to representatives of the arbitration league a deed containing in trust a sum of £2,000, the interest on which is to go to the funds of the league. The only conditions are that the sum should be supplemented by a specific amount derived from subscriptions and donations, and that of the twenty-four members of the council, two-thirds should always be working-men. Mr. Cremer, who for thirty years or more has done the secretarial work of the league, has now handed over far more than the aggregate of the salary he had justly earned. It is little wonder that the remarkably representative company gathered together last week should have united in honoring a man who has shown by this act of self-sacrifice his devotion to the cause he has at heart. Beginning life as a carpenter, he was a prominent man in trade union affairs as long ago as 1861, when he organized the London reception to Garibaldi. But of recent years the peace and arbitration movement has absorbed most of his energies, and no one certainly labored more strenuously in that great cause. Some years ago Mr. Cremer went out to the States as the bearer of a message favoring arbitration, signed by some 350 members of the House of Commons, and had an interview with the President, who received him most cordially. He has been called a crank and a fanatic, but he does not mind this.

What flavor drink do you like? The Olympia Candy Store will make it for you.

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Infants' and Children's Wear
"Buy the Best and Pay the Least."

In our very large and most complete stock can be found the prettiest styles and the most serviceable Infants' and Children's Garments ever sold at the price. The garments are all made of the finest materials and daintiest trimming, combining good wearing qualities.

Newest Wash Goods for Summer Wear

Infants' and Children's Hats
The very finest and largest selection from which to make a choice, ranging in price from 50c to \$2.25.

Tamms
Finest assortment, selling at from 10c to 75c.

Daintiest White Goods for Children

Every Necessity For the Children.

INFANTS' BANDS, VESTS AND RUBBER DIAPERS.

INFANTS' DRESSES—Long and short. **SKIRTS**—Long and short.

SLIPS, JACKETS—Wool, cashmere and silk. **KIMONAS**—Long and short.

BIBS—Rubber, muslin and silk. **BONNETS**—Muslin and silk.

TAMS—Cashmere and silk. **BOOTEES, HEAD SHAWLS**—CLOAKS—Long and short.

"WHAT WE ADVERTISE IS SO."

Kingsmill's "SPECIAL SALE OF CHILDREN'S GARMENTS."

OAK HALL & OAK HALL

BOYS' CLOTHING

For Saturday.

THE Boys' Department is a very busy one these days, and we are all ready again for the big Saturday rush. It's nothing new for us to be busy in this department. It's nothing new for us to give you choice of one thousand Boys' Two-Piece Suits. It's nothing new for us to give you choice of one thousand Boys' Three-Piece Suits. It's nothing new for us to have one-half of our large store devoted to boys' wearables. It's a well-known fact that we enjoy the largest boys' clothing trade in the city.

From the little tot just out of dresses, to the big 17-year-old fellow, who can scarcely get trousers long enough to cover his knees, it takes a wide range of styles and sizes to keep up with such a procession, but we are doing it.

Boys' Three-Piece Suits, \$3.50 up
Children's Sailor Suits, - \$1.50 up
Boys' Two-Piece Suits, - \$1.50 up

Children's Russian Suits, \$3.95 up
Buster Brown Suits, - \$4.95 up
Boys' Norfolk Suits, - \$2.50 up

BOYS' WASH SUITS We have a splendid assortment of these most useful hot-weather suits, in striped and plain cottons, linens and crases, some that won't soil easily and some dainty enough for the fondest mother. Sizes 3 to 12 years.

Prices—50c, 75c, \$1, \$1.25, \$1.50, \$1.75.

If there is anything in the world more comfortable, sensible, neater or cleaner for the boy for summer wear, we don't know what it is.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder dusted in the bath, softens the water and disinfects.

According to Prof. Berwerth, of Vienna, the number of meteorites, actually falling on the earth each year, not including, of course, shooting stars or meteors, is about nine hundred. Two or three of these bodies fall then somewhere on earth every 24 hours.

Beautify Your Home and protect your lawn with an Ornamental Wire Fence. "They don't cost as much as you think." Call or write for catalogue. We send competent men to measure, estimate and erect.

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