

R. L. Borden's Picnic Tour Has Proved a Comparative Failure

Conservative Leader's Tale of Woe Cut Little Ice with His Hearers in Face of the Abundant Evidences of Prosperity on Every Hand Due to the Policy of the Laurier Government--His Unfair Attacks on the Transcontinental Railway and Quebec Bridge have Earned for Him Nothing but Contempt.

(Toronto Globe)

It was not the fault of Mr. R. L. Borden and his little group of lieutenants that his recent brief tour of Ontario evoked little enthusiasm and even attracted little attention. They did the best they could under the circumstances, but the conditions were against them, as they will be when the second tour begins some time later. The announcement of a surplus of twenty million dollars on the financial transactions of the last fiscal year was a cold douche to pessimistic office seekers, and the changed attitude of the United States toward Canada in the matter of reciprocity proved equally discouraging. Quite as much so were the repeated announcements of the construction of transatlantic steamers of a high class to do without financial aid the work for which this country formerly paid large annual subsidies. It is all very well to say that these conditions would have come about in any case, but this is not the way they are regarded by the electors. They believe the details and provisions of the Fielding tariff and the construction of the National Transcontinental Railway had a good deal to do with creating them, and nothing Mr. Borden can say will suffice to change their opinion.

Mr. Borden made a serious error of

judgment in singling out for persistent and unfair attack the second of our great transcontinental railways. It would be useless if it were true, and it is irritating to the public who know it is not true, to say or even imply that the unexpectedly heavy cost of the National line is due to "graft." It is due to causes that are known to every intelligent observer of current events: difficulties of construction, scarcity of labor, the high standard of the work, and the handicap of a time limit. In spite of these obstacles the system is nearing completion, and the people of Canada rightly regard this as an exceptional undertaking both in magnitude and in success. Its effect in broadening the country as it was formerly known to Canadians has made mere partisan grumbling of no effect.

But Mr. Borden has erred also in making a very unfair attack on the government in connection with the Quebec bridge. Had it been completed without a collapse and proved safe and serviceable as part of the National Transcontinental Railway little would have been heard of the early stages of its financial history, when a few enthusiasts were advocating what nobody else had any faith in. Everybody now expects the bridge to be completed on the present plans by some competent firm. Mr.

Borden's treatment of the whole subject is ungenerous and narrow-minded and therefore unpopular. He would do much better to cut out of his speeches all reference to both the railway and the bridge, and confine his criticism to the purchase and construction of local wharves.

For much the same reasons the public take little interest in his attacks on the government in connection with the dispensation of patronage. He knows perfectly well that the practice has been from time immemorial to appoint political partisans to office, and that Ministers of each party have done so. It is greatly to the credit of the present government that it has made a good beginning in the substitution of a better method: selection by means of competitive examinations. This has been made applicable to the whole of the inside service, and to that part of the outside service which is in operation in the vicinity of Ottawa. From present appearances it will not be many years until the whole public service has been subjected to a root-and-branch reform. History will do more justice in the Laurier regime in this regard than Mr. Borden is prepared to do as a contemporary who expects to have a chance to utilize the system prepared for him by the men against whom he brings railing accusations.

COST OF LIVING IN UNITED STATES

Washington, June 24.—Almost as many reasons for the high cost of living as there have been increases in prices have been found by the Senate Committee on Ways and Means. In a partial report submitted today, the Republican members gave a sufficient number of causes to save from defeat a party much less in fire than Democratic members found the search less successful. They will file a minority report laying much of the difficulty at the door of the dominant party.

Some of the causes of high prices are industrial combinations, increased cost of distribution, organizations of dealers, advertising, increased money supply, overcapitalization, cold storage and higher standards of living increased cost of production on the farm is blamed, increased demand for farm products, immigration reduced fertility of lands, new banking facilities in farming communities, through the aid of which farmers can hold their crops for a favorable market and reduced supply convenient to transportation facilities.

Forty-one witnesses have been examined and reports received from Con suls and foreign Governments. Price tables running back a decade are appended to the report and the majority of the committee deplores the tying of its hands through the refusal of the Senate to appropriate the \$65,000 which it asked for its work.

The findings were gathered by measuring the prices of 257 commodities included in the price index number of the Bureau of Labor. These commodities were grouped and the advances noted for the different groups during the period from 1900 to 1909 inclusive. The general wholesale price level in the United States advanced during that period 14.5. The groups show these advances:—Farm products 39.8; food, etc; 19.7; lumber and building materials, 19.6; miscellaneous commodities, 14.7; cloths and clothing, 12; fuel and lighting 6.9; house furnishings goods 5.3, and metals and implements 3.6. A decline was shown for drugs and chemicals amounting to 2.9 per cent.

Concerning the advance in the cost of food the report says:

"The supply of land available for general farming has been reduced materially and the ranches rapidly are being cut up into homes for settlers. The cost of producing live stock has increased materially with the disappearance of the range, which necessitates producing cattle on tame pastures and high priced lands."

A study of the tables concerning wholesale prices of farm and food products indicates that the advance in the United States in ten years had been more rapid than in Great Britain, Germany and many other European countries, but that they simply had approached more nearly the world level of prices.

Concerning retail prices, the report shows that in the United States in the spring of 1910 they were at the highest point reached for many years

NEWSY ITEMS FROM THE RURAL DISTRICTS

MURCH'S, YORK CO.

June 27.—The farmers are about through putting in their crops. They have not been able to put in as much as they intended owing to too much wet. Potatoes have come along very slow, a long while in coming up after planting. It is too cold and wet for them to make rapid progress, but they will do better now, if the bugs don't bother them too much. They are very plentiful just now, covering the leaves with their eggs, but I have not seen any hatched yet.

Oats are coming on fairly well. The hay crop bids fair to be a heavy one, and somewhat earlier than last year.

Some of the farmers are purchasing new mowing machines and other farm machinery, in order to be ready to take care of the hay when the time comes, which will be in a few weeks now.

Councillor Morrison and the chairman of the Queensbury Highway Board, Ernest Hazleton, have been around looking over the by-roads or roads that lead off from the River Road. When they saw the state the roads were in and counted the money they had to spend on them, only two-fifths of what was given last year, it caused them to scratch their heads and look very solemn. However, they stuck manfully to their work, did the best they could with the means at their disposal.

The Queensbury Rifle Club met again last Saturday p. m. at their shooting grounds for shooting practice, and this time they took their wives and best girls with them, also a lunch. They spread tablecloths on the ground and had a very enjoyable time. It was said that some of the boys were little more nervous than before. Whether it was because there was another target they desired to hit that did not display so open a

As compared with the spring of 1900 prices for bacon were more than 70 per cent. higher; ham was 33 per cent. higher, flour was about 50 per cent. higher, butter 45 per cent. higher, sugar about 12 per cent. higher and eggs 100 per cent. higher.

"Wages have not advanced as rapidly as have prices" says the report "and practically all labor difficulties which have been the subject of meditation in the United States during the last two or three years have had as their basis the advanced cost of living." It is shown, however, that the advance in wages has been more rapid in the United States than in European countries.

The tariff was discussed at great length and the conclusion was reached by the majority of the committee that it had been the subject of meditation in the advance in prices during the last decade. This conclusion was based upon the fact that the great advance had been made in commodities which usually are produced in sufficient quantities to furnish a large surplus to

signal of their success or failure. The writer is not prepared to say. However, the Parson was there, ready to help them out if they needed any of his assistance. There were others who joined the Club that day. They use the Ross Rifle, and like it too.

Some of the farmers are reshingling their barns.

Alfred Rossborough is building a new one on Bear Island.

We notice that Councillor Morrison is getting along well with building his new house and barn.

John J. Jordan has been running his mill for some time. Lots of farmers are hauling lumber from there daily. It is a fine accommodation to the people of this section.

Lots of people went over to the Burden Church to service yesterday. They had quite a crowd to their meetings all through.

There were two Mormon missionaries passed through this neighborhood selling their books and giving away small tracts, etc., today.

Wild strawberries are quite plentiful and it looks as though the cultivated ones would be, too.

FREDERICTON JCT.

June 27.—On Friday night last the dwelling house of George Till Gear of this County was totally destroyed by fire. The building was insured but the insurance had lapsed a few days prior to the fire. There is a certain amount of mystery regarding this mischance. The fire had broken out about 2 p. m. and by the assistance of the neighbors it was thought to be extinguished when at 8 p. m. six hours after, flames were seen issuing from the house and nothing could save the doomed house. The theory is that the fire had fallen down between the inside and outside walls and there smouldered for hours while it was thought to be extinct.

other countries. There are few figures available to indicate what has been the effect of the recent tariff revision



A FORTUNE IN IT

If you could place an ad in the Moon millions of people would read it. Even then it would only be valuable a few nights each month, whereas a Want Ad in this paper while more limited in its scope will cover this particular locality every day in the year.

CONVOCATION AT BISHOP'S COLLEGE LENNOXVILLE

Honorary Degree Conferred Upon the Bishop of Fredericton who Preached the Baccalaureate Sermon.

Lennoxville, June 24.—With most favorable weather, the annual convocation of Bishop's College University was held here yesterday afternoon. Degrees of D. C. L. were conferred on the Right Rev. the Bishop of Fredericton, the Hon. P. S. G. Mackenzie, Provincial Treasurer, and Mr. T. Ainslie Young.

The convocation was preceded by an early communion celebration and a convocation service in the beautiful chapel, which was filled to the doors. The celebrant was Rev. Principal Parrock, assisted by the Dean of Quebec, and Canon Allnatt. The absolution and benediction were pronounced by the Bishop of Montreal, and an admirable and most impressive sermon was preached by the Bishop of Fredericton on the subject of "Contending for the Faith." The service was fully choral and finely rendered.

The lunch for visitors at one o'clock was largely attended, and at three o'clock the annual convocation was held in Bishop Williams' Hall, Chancellor Hamilton presiding.

The hall was crowded and the gathering was most enthusiastic, the proceedings being, as usual, enlivened by the students at the end of the hall.

A short, witty speech was made by the Bishop of Fredericton, and the Hon. P. S. G. Mackenzie also spoke on the history of the Eastern Townships and the position of the University therein.

Mr. T. Ainslie Young delivered a short address on the needs of education at the present time.

A NEW PIGMY RACE IN NEW GUINEA

The greatest interest has been aroused in scientific circles by the discovery of the expedition of the British Ornithologists' Union of a new pigmy race in New Guinea. The news came by telegraph from Townsville, Queensland, having been transmitted to that place by a Dutch steamer from New Guinea.

The intelligence was conveyed in a communication despatched in April by Mr. Walter Goodfellow, the noted ornithologist, who is in charge of the British expedition, and stated the fact that a remarkable discovery of a race of dwarfs had been made in that month at an altitude of two thousand feet. The explorers are cut off from all communication, but it is supposed that, according to their programme, they had commenced the ascent of the Charles Louis Mountains running east and west of Dutch New Guinea, and that it was here they made their discovery, which absolutely upsets all preconceived ideas anthropologists having held that pigmies were not to be looked for among the Papuans.

The chief interest now centres in the news of the gigantic beast whose tracks have been reported in New Guinea.

Further particulars published in The Times state that the average height of the pigmies is four feet three inches. They are very dark ("the color of a newly-blackened stove") with broad noses, frizzy hair growing in "peppercorn" tufts, and long arms. They are of the Negro race, which was previously known to exist only in the Andamans, the northern districts of the Malay States, and in parts of the Philippines. They are nomadic hunters and experts in the use of poisoned arrows and in the construction of a kind of spring gun for the capture of game. They are a "merry little people," very hospitable, not cannibals, and apparently monogamous.

The party under Mr. Walter Goodfellow is one of the most important scientific expeditions of its kind despatched from England for many years. Organized by the British Ornithologists' Union and the Royal Geographical Society, its object was the exploration of the largest unknown area on the earth's surface—an area as large as Great Britain and Ireland and France together.

"People who have purchased tickets with our guarantee will receive their money back in case they do not care to go to Nevada. As soon as the promoters officially give up, we will return the money. That, however, may not be until July 5."

Jack Gleason said: "There is no disposition to make people buy tickets they took with the understanding that the fight would be held in California. Those who desire can have the same seats in the Nevada arena."

It cast a noticeable gloom over the training quarters. Jack said that he intended to leave the beach Thursday evening for Reno, but that he would wait till he received word from Tex Rickard or Manager Flanagan that Governor Dickerson was in favor of the bout.

GUIDE FOR TRAVELLERS

INTERCOLONIAL

DEPARTURES.

No. 303—Mixed for Loggieville, 5.00.
No. 317—Suburban for Gibson and Marysville, 6.15.
No. 321—Suburban for Gibson and Marysville, 11.15.
No. 323—Suburban for Gibson and Marysville, 16.20.
No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.
No. 327—Suburban for Gibson and Marysville, 18.40.
No. 229—Suburban for Gibson and Marysville, 22.00.

ARRIVALS

No. 306—Suburban from Marysville 7.45.
No. 302—Express from Loggieville, Chatham Junction, 11.25.
No. 308—Suburban from Marysville 13.30.
No. 304—Mixed from Loggieville and Chatham Junction, 16.00.
No. 310—Suburban from Marysville 19.15.
No. 316—Suburban from Marysville 21.55.

CANADIAN PACIFIC

DEPARTURES

6.20 a.m.—Express for St. John, Portland, Boston, Woodstock, etc.
7.55 a.m.—Mixed for Woodstock and points North. Leaves St. Marys at 8.10.
9.45 a.m.—Express for St. John and points east.
4.45 p.m.—Mixed for Woodstock, via Gibson branch on Tuesdays, Thursdays and Saturdays.
5.50 p.m.—Express for Montreal, and Boston, Woodstock, St. Stephen, etc.
9.05 p.m.—Express for St. John and points east.

ARRIVALS

9.10 a.m.—Express from St. John and points east.
11.20 a.m.—Mixed from Woodstock, via Gibson branch, Tuesdays, Thursdays and Fridays.
11.35 a.m.—Express from Montreal, Boston, etc.
7.50 p.m.—Express from St. John, and points east.
9.05 p.m.—Mixed from Woodstock, and points North.
10.50 p.m.—Express from Boston, Portland, Woodstock, St. Stephen, etc.

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Steamer Victoria leaves for St. John every Monday, Wednesday and Friday at 8 o'clock a.m. Arrives on Tuesdays, Thursdays and Saturdays, at 4.30 p.m.

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Steamer Hampstead leaves Fredericton every week day for Gagetown at 4 o'clock p.m. Arrives from Gagetown at 10.30 a.m.

Stage line for Meductic and points on western side of river leaves the post office Mondays, Wednesdays and Fridays at 7.30 a.m.

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(Pathe)

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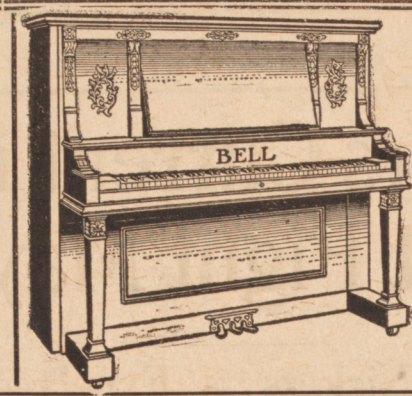
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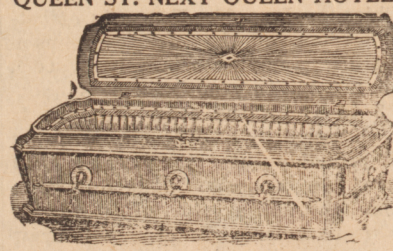
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