

The Daily Mail

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FARM HELP AND HIGH PRICES

A correspondent to a contemporary ascribes the increase in the cost of living and the high price of foodstuffs generally to the fact that the average Canadian farmer does not produce half as much from his land as he should or might. This condition he adds is in his opinion brought about largely because of the difficulty experienced by the farmer in meeting with hired help. Much of the help which is available is too independent to be of very much real assistance, and the farmer so often finds himself at the mercy of the hired man that in sheer desperation rather than be dominated, he keeps only half the stock he would keep, works his farm alone, and raises only half the amount of grain he would, because if he does does not work his ground well weeds take advantage, and his farm, instead of becoming a thing of beauty and a joy forever, as he would like it, naturally becomes an eyesore to himself and the travelling public.

As a remedy for this state of affairs the correspondent referred to would have only married men who have families brought from the old country to help Canadian farmers, for the reason that they by reason of their circumstances are not as a rule so independent as single men. This suggestion is well enough in its way, but the trouble is that Great Britain has not too many of this class of agricultural laborers to dispose of. Men of the class referred to, if they are worth anything at all, can always find employment at home, and even in those few cases when they cannot, they seldom if ever have sufficient means to provide the necessary fund to transport themselves and their families to this country.

There can be no doubt whatever that the lack of good and sufficient help is a serious handicap to many farmers, who if they had such help could work their farms better, at the same time raising more live stock and dairy products as well as the products of the soil. The matter of price is always regulated by the law of supply and demand, and as long as the latter exceeds the former, so long will the price keep up.

BRITAIN'S TRADE AND TARIFF REFORM

Britain's trade continues to make substantial gains, which are discomfiting to the Tariff Reformers. The latest returns issued by the Board of Trade gives a comparison between the value of the overseas trade of the United Kingdom in 1909, as actually declared, and that based on the average prices prevailing in 1900, which is adopted as the standard year for purposes of comparison. From the following table of imports it will be seen that the higher prices in 1909 account for about one-third of the increase in value compared with 1900:

	Declared Value at Value.	Prices of 1900
1900	£523,075,000	£523,075,000
1909	£624,741,000	£592,387,000

Inc. in 1909 £101,666,000 £ 69,312,000
The exports of produce and manufactures of the United Kingdom in the two years were:—

	Declared Value at Value.	Prices of 1900
1900	£291,192,000	£291,192,000
1909	£378,379,000	£402,691,000

Inc. in 1909 £ 87,187,000 £111,499,000
In this table is seen the reverse of what took place in regard to imports—i.e., the increase in domestic exports in 1909 was so much larger in volume that the value would be even greater to the extent of £24,312,000 if 1900 prices prevailed.

Taking the imports and the total of exports together, the comparison is thus:—

	Declared Value at Value.	Prices of 1900
1909	£ 877,449,000	£ 877,440,000
1909	1,094,485,000	1,074,940,000

Inc. in 1909 £217,036,000 £197,491,000
The return also shows that British

trade for April of this year broke all previous records, exceeding even the wonderful figures of April, 1907. As compared with April last year there was an increase in imports of £10,381,000, in imports of £6,333,000, and in re-exports of £3,227,000. In April, 1907, the former record year, imports amounted to £56,800,000 and exports to £34,400,000. Last month the figures were: Imports, £59,555,000, and exports £35,292,000. For the four months of this year, January to April, imports increased £19,602,000, as compared with the same period last year; exports increased £18,488,000, and re-exports £7,302,080. The increase of imports in April was due chiefly to raw materials, and here higher values played their part. Rubber alone accounts for nearly £4,000,000 of the rise.

THE ANTI-BETTING LAW

The measures passed by the Legislature to abolish race-track betting are in effect acts to prohibit horse-racing in New York.

The Agnew bill prohibiting oral betting was of itself sufficient to jeopardize the future of racing. The Perkins bill, making directors of turf associations liable to imprisonment for any violation of the betting laws on race-tracks under their control dooms the sport if the Governor signs the measure and it is sustained by the courts.

The New York World says that in straining at this gnat while tolerating the infinitely worse evil of Wall Street gambling, the Legislature has given a characteristic exhibition of its capacity for misunderstanding or purposely flouting the needs of the public. No more asinine legislation than the Perkins bill was ever enacted. It would be equally rational to hold property-owners responsible for gambling on their premises or any other violation of the law, or to put the trustees of Trinity Corporation in jail because somebody played faro in one of its long-lease tenements.

Whatever the justification of a law against oral betting, the Perkins measure making potential criminals of men engaged in a lawful pursuit is a crowning act of intemperate legislation.

CANADIAN SHIPYARDS

Whatever may be the outcome of the naval policy, and however great may be the differences of opinion as to the wisdom or the reverse of the course that the Government has decided to follow, it is probable that indirect advantage may accrue from it in a manner not anticipated. That is the interest which some of the most prominent firms of shipbuilders in the United Kingdom are taking in projects to establish yards in Canada. Although many of the reports of that kind may be discounted as having little behind them there is every reason to believe that there are grounds for some of the statements, and that at least two prominent shipbuilding firms in the United Kingdom are seriously considering the establishment of branch yards on the Atlantic seaboard under Canadian charters. The establishment of steel shipbuilding enterprises as the legitimate successors of the old shipyards of the Maritime Provinces, which were famous for the vessels they turned out, would be an event of great importance in the industrial annals of Eastern Canada.

British Columbia's orchards are comparatively free from pests of all sorts at present and the provincial authorities evidently mean to keep them that way. Every package of fruit entering that province and every fruit tree coming in is rigidly inspected and if found diseased, destroyed. The inspector at Vancouver destroyed thirty thousand trees the other day; stock which had been imported from all parts of the world where fruit trees are grown. Rigid inspection of this kind will pay British Columbia a thousandfold, for by following it up that province will probably become one of the greatest fruit growing countries in the world.

Steamers arriving at Montreal from Great Britain are bringing high class breeding horses for the Western Provinces. Canada figures in the lists of purchasers at many of the notable stock sales in England, and some of the finest of the animals sold are destined for that part of the country. New Brunswick gets the culls apparently.

REV. J. J. TEASDALE DEAD AT LONDON, ONT.

Was a Former Pastor of the Fredericton Methodist Church and Had Many Friends Here.

London, Ont., May 31.—Rev. J. J. Teasdale, formerly assistant minister at the First Methodist church, died at 2.30 o'clock this morning at the home of his daughter Mrs. Lettency, Maitland street. His death has been expected for some weeks.

Rev. Dr. Teasdale retired from active work about ten years ago when ill health forced him to resign his pastorate at Charlottetown, P.E.I. Upon his retirement he was superannuated. He was looked upon as one of the foremost Methodist preachers in the Maritime Provinces, being a most powerful and gifted pulpit orator. For seven years he was in the city of Halifax, three more in St. John and also in Yarmouth, Fredericton and many other points of the Maritime Provinces.

Five years ago he came to London to visit his daughter Mrs. Fred Lettency, at whose home he died. He has lived in the city almost ever since. About a year ago he left for another daughter's home in the west intending to stay there a year, but his health failing him, he returned to the city in September last. He recovered somewhat but since Christmas, he has been gradually sinking.

During his forty-eight years in the ministry he preached almost in every town and city in western Ontario as well as in his native provinces by the sea. Besides his wife, Dr. Teasdale is survived by three daughters Mrs. Lettency of 379 Maitland street, Mrs. Bernard Mills of Milton, Ont., and Mrs. (Rev.) David Fleming of Dauphin, Manitoba, whose husband is a prominent Presbyterian minister of the west.

(News of Rev. Mr. Teasdale's death will be received with very great regret by his host of warm friends in this city. For three years he was pastor of the local Methodist church removing to this city from St. John where he had filled the pastorate of Centenary. After severing his connection with the local church, he was placed on the supernumerary list and continued to make his home here. He removed to London about five years ago.)

RECORD FOR SUBMARINE

A despatch from Washington, D. C., states that all distance records have just been beaten by the submarine boat Viper, with a run of 487 miles under her own power. She was commanded by Midshipman Lee D. Warren. A division of submarines were coming up the coast under tow when off Cape Lookout, just below Hatteras, the tow rope of the Viper broke. The youthful master decided to go on alone, and brought his craft into Annapolis in good shape.

The voyage of the Viper is regarded as making a new epoch in the utility of submarines, as it demonstrates that one of these boats can go out under its own power for a couple of hundred miles, accomplish its purpose, and make its way back to port. With a knowledge of this ability, hostile vessels, it is believed, would not dare to approach nearer than within 200 miles of shore.

Ottawa Free Press:—What better justification of the construction of the National Transcontinental Railway could be asked than the story which the Canadian Press Association brings back from Cochrane? Here was a place which a year ago was the forest primeval, but now has a population which provides a hundred children for the public school. The west is not the only part of Canada which is growing. Ontario is broadening out, too, thanks greatly to the policy of Geo. W. Ross and Wilfrid Laurier.

As the Toronto Globe remarks:—Whatever else may be said with truth about the Minister of Public Works, no one can seriously question either his business ability or his Parliamentary aptitude. He has always a complete store of acquired information on which to draw, and he is proof against all efforts to ruffle his temper.

The Montreal Herald:—As usual, and as expected, our Opposition friends are busily proving that if the capital expenditures on the Intercolonial were charged against revenue, there would be a deficit instead of a surplus. Certainly. And if the same rule were applied to the Canadian Pacific the shareholders would get no dividends.

RAIN HAS REACHED HEADWATERS OF RIVER

Heavy Rains at Seven Islands Last Night—Outlook Now Very Bright—Slight Fall in Water Here.

The report that the log-jam at Black River Rapids had been broken by the heavy rains was slightly premature, but word was received this morning from the headwaters of the St. John River which would indicate that the logs in the jam mentioned, would come out all right. This morning Mr. John A. Morrison received a telegram which stated that it had rained heavily at Seven Islands last night and that the water there was coming up. This is the first rainfall of importance that has occurred in that region for some time. The outlook is now bright.

FIRST RAIN ON HEADWATERS. Mr. John Kilburn on Sunday telephoned from L'Islet P.Q., to Seven Islands and was informed that at that time the water had risen but very little. Mr. Kilburn's boat had taken advantage of the rise to go up river. Yesterday word from Van Buren was to the effect that there had been a rise in the water and that a crew of men had been sent out to work on the logs. Up to last night the effect of the rains was felt along the St. Lawrence and on the Tobique and other lower tributaries of the St. John. Last night the rain evidently reached the headwaters.

CORPORATION DRIVE.

The corporation drive is making good progress. The first section of the drive is pretty well into the boom limits, it is expected it will all be in tomorrow.

Here it has rained pretty steadily all day but a slight fall in the water has occurred. The same conditions exist up river.

By Western Union reports today are as follows:—Edmundston N.B.—Weather showery, south west winds. River at standstill.

Grand Falls—Cloudy, Rained some this morning. Water rising some in river. No logs running.

Woodstock N.B.—Raining here. Rained most of the night. River shows no change.

CAPT. BERNIER GETS A 960 ACRE ESTATE ALL FOR A DOLLAR

Is Now the Most Northerly Landowner on This Continent but Flowers and Snow are Chief Crops.

Ottawa, May 30.—Captain J. E. Bernier, Canada's Arctic explorer, is now the farthest north landholder in North America. He has been awarded by the Dominion Government, in return for the payment of one dollar a tract of land containing 960 acres at Pond Inlet, on the North Coast of Baffin Land. The order-in-council deeding the land to him set forth that it is given in recognition of his services in connection with the expedition of the steamer Arctic in planting the British flag and assisting British sovereignty over all the known land to the north of Canada. Captain Bernier has named his estate "Berniera."

He says that flowers bloom there in the summer, but snow and ice will always be the principal annual crop. However, there may be minerals of value discovered. Captain Bernier has purchased for £100 from Robert Kinnes, of Dundee, Scotland, the buildings known as Ponds Bay Fishing Station, which are situated on the Captain's northern estate.

TORONTO NEWSPAPERS DEFYING THE LAW PRINT BETTING NEWS

Toronto, May 30.—Three morning newspapers, World, Globe and Mail, represented by W. H. Greenwood, W. J. Irwin and W. J. Douglas, respectively, were charged in the police court today that they "did print and publish information intended for use to assist in connection with book-making, betting and wagering upon horse race." Election was reserved and the cases adjourned till June 6.

BODY NOT YET FOUND.

Search for the body of George Lounsbury, who was drowned near Oromocto last Friday, so far, has not been successful. A thorough search has been carried on at that part of the river where the accident took place. It is thought that the body has drifted down stream. The body of Joseph Methot is also still missing.

Mr. W. E. Trueman of Campbellton, is at the Queen Hotel.

May 31, 1910

John J. Weddall & Son's JUNE Begins Wed. June 1st. WHITEWEAR SALE

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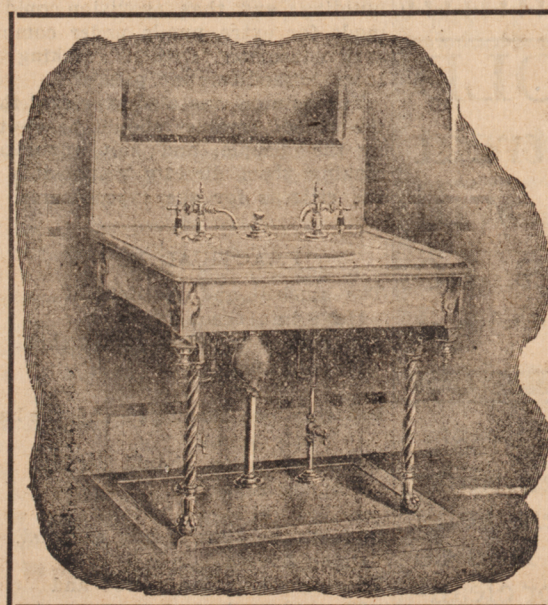
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