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s of the World. OPY & FREE

HERIFF'S SALE

ill be sold at public auction, at orner, so called, in the City of , at the bour of it edibed boom (DAY, THE TWENTY-SEVENTH JUNE next, all and singular, all title and interest of the estate of valour, in, to or out of the tolds and premises described as fol-

ERIFF'S SALE

on the southern line or the rate will be made under of a Warrant Isqued by the seal under the little state of a Warrant Isqued by the seal under the present of the consolidated Province of New Brunswick Acts, relating to the collected taxes, for the purpose of more sealing to the collected taxes, for the purpose of of 53.5 levied and assessed i Batate of Thomas, York in of Shunnes for the Turber sum of a of rates and taxes brought which eath rates and taxes brought which eath rates and taxes and taxes of and assessed against the Thomas York in the said fat, the whole amounting to 5, the said Batate of Thomas wied against the mittes to pay the said "steel avied against him as alore-

t day of March, A. D. 1908. R. R. RITCHIE, Sheriff. ERIFF'S SALE

HON. GEO. F. HILL

Cuts Loose From the Government Moorings,

And Denounces the Tweedie-Pugsley Railway Legislation in Most Pointed Terms.

Launching the Province in a Sea of Disaster-Will Pile Up a Five Million Dollar Extra Debt on a Population of 331,000.

Official Report.) FREDERICTON, May 8.—The house met at ten o'clock.

Hon. Mr. Rugsley moved that the house go into committee of the whole to consider the railway subsidies bill.

said before you leave the chair Mr. Speaker, I would like to take opportunity of expressing the views I hold on the provisions of the bill. The bill is divided into three separate section. The first deals with the Restigouch and Western, the second with the Cen-tral railway, and the third with the Beersville Coal road. With reference to the latter section, which brings is under the subsidy act a line of rail way from Beersville to the Intercol onial I think the government is justi-fied in granting aid to this road. In

the bonds?

The only business the road will have to do is the hauling of lumber, and I have never known a railway that depended chiefly on lumber to pay. In my own section there is a short line of railway, the bonds of which were endorsed by the town of Calais and the business of which was the carrying of lumber. Before the town guaranteed the bonds they were led to believe that the profits would be 15 or 20 per cent. the profits would be 15 or 20 per cent. over all expenses. Instead of this being the case everybody connected with the road had been ruined and the town had to pay the whole of the bonds which amounted to \$100,000. It has been shown in the United States that railways running east and west connecting the seaboard with the interior are the ones that pay, while those going north and south do not pay. We are given to understand that there will be an immense traffic over the Restigouche and Western, consisting chiefly of lumber. Now where will this lumber go. Connections will be made at Limestone, Me., with the Bangor and Aroastook railway, with the result that round logs will be exported to Maine for manufacture, because they go in free of duty and a better price is obtained for them there. Therefore we have desired the transfer which we want define the warm thing over which

of the state of th

R. and C. P. R. and handed over to the Bangor and Aroostook, which is waiting to receive it. It is certainly not a profitable business to the province to grant subsides to railways which build up American territory at the expense of our country. It is surprising that the government should bring down a measure, one of the effects of which will be to take business from the I. C. R. As I said I hoped this raid on the treasury would have been stood off. I had confidence in the premier in his financial conservatism and thought he would not allow the government to endorse anything that would work disaster to the province. But that confidence has been shaken, and I am afraid he is not the man I But that confidence has been shaken, and I am afraid he is not the man I thought he was. Indeed I regret to state that I believe he has fallen into the hands of the attorney general. I am afraid that the cheerful optimism and generosity of the attorney general would lead him to build castles in Spain and railways anywhere, and it looks very much as though he had converted the conservative premier to his way of thinking. I believe this is a black letter day in the history of the province because it will land the province in a great deal of debt and deteriorate from the value of private property. I think onial I think the government is justified in granting aid to this road. In Kent Co. two coal mines have been opened and I understand borings which have been made in other parts of the county show coal to extend over a large area. Therefore considering the assistance which has been given to the Central railway it is only fair that the Beersville coal road, which opens up a valuable coal road, which opens up a cobjection to this section.

Now in reference to the Restigoushe and Western I am opposed to the principle of the province endorsing railway bonds, unless it can be shown that the rearnings of the road will pay all running expenses in addition to the interest on the bonds?

The only business the road will have more expensive place to live. The population of the province is only 331, 000, which is a small population to bear such a heavy burden, besides our population is not wealthy. But the government will say we have great resources in our fields, sea and forest, but the yalue they possess is given to them by labor. Therefore cripple labor by casting upon it heavier burdens than it is able to bear and the value of our resources is detracted from. I believe every member if he voted conscientiously would be opposed to this bill. It also believe that the premier is aware of this and if he could only succeed in inducing the attorney general to without the province a great service. The policy of guaranteeing the bonds of railways is a new departure, and before it is put into effect the people should be notified. If a municipality desire to make an important change it is required to give a month's notice. Yet here is something vitally affecting the province if they knew the provisions of the bill, would be strongly opposed to it and i venture to say the government dare not dissolve the house on this measure and appeal to the run elections.

The contact of the matter, for this will build only 50 miles of the line, which is 100 miles of the line, within is 100 miles of the line, with the amount of the matter, for this will be sounced. The resources is of the province which is 5

Mr. McLatchy—If that argument means anything it means that we should build no mere rallways. A railway terminating at Campbellton will draw trade from the whole Gaspe peninsula, and from the Bay Chaleur, which is teeming with fish. This road has more merits than any that has been built in this province for years. It is to cost at least \$15,000 a mile and to have bridges of masonry and steel. It is to cost at least \$16,000 a mile and to have bridges of masonry and steel, and it is to be a first-class road in every respect. I firmly believe that the guaranteeing on these bonds will never cest the country one dollar, white it will open up a territory which has been lying dormant for years. It will give an immense impetus to the lumber industry of New Brunswick. The Restigouche lumbermen are now work-ing at a great disadvantage. Every-thing they require in the way of sup-plies has to be taken up 60 or 70 miles into the woods, so that a bushel of oats which cost 40 cents at Campbellton will

into the woods, so that a bushel of oats which cost 40 cents at Campbellton will cost 80 cents at the head waters of the Restigouche. Hay which cost \$7 or \$8 a ton at Campbellton will cost \$19 or \$20 a ton at the camps of the lumbermen. These are disadvantages that will disappear when the railway opens up this country. By simply endorsing bonds to the amount of \$5,000 a mile we have the security of a railway worth \$15,000 a mile.

Mr. Hazen—It would seem as if it was almost a wasts of time to address this house on this measure, for no doubt the government before bringing it in made sure that it would be peased. But as one who occupies the position of some responsibility in this house, as leader of the opposition. I cannot but raise my voice against this dangerous and iniquitous legislation. The member for Charlotte was no doubt correct when he called this bill the child of the attorney general. It is well known that he has a mania for building railways, and I have no doubt that he will be able to find good arguments in favor of building a railway railway. ments in favor of building a railway from the Arctic circle to the moon. The member for Restigouche has described in glowing terms the beauties of the country through which this line will pass, and the certainty of it having a large traffic, but it strikes me as remembered. true some private company has not been found willing to undertake it. The bill is divided into three parts, and provides for the lending of the credit of the province to the extent of \$5,000 a mile for 50 miles of the Restiguiche and Western railway. It is

suarantee of \$5,000 a mile. That country must be opened up, and the government would be recreant in its duty if it turned a deaf ear to those who proposed to de so. I am not afraid to take the responsibility for a progressive policy for this province. The leader of the opposition has opposed practically every progressive measure that has ever been proposed. As to the Central railway, the guarantee is based on the security of the whole line from Norton to Gibson. I do not think that this province is prepared to stand still and say that there should be no more railway development. Surely it is better to guarantee the bonds of a railway so that they can be seld at par rather than to allow it to issue great blocks of bonds which have to be sold at a discount of 40 or 50 per cent.

Hon. Dr. Pugsley followed Hon. Mr. McKeown on the railway subsidy bill. Robertson spoke later on the Grand Trunk resolution.

House will prorogue tomorrow at \$20.00.

OPPOSITION VICTORY.

(Chatham World Edtl., 7th.) (Chatham World Edtl., 7th.)

Mr. Hazen charged the government with various political sins, Mr. Logde squarely charged that proceeds of bonds had been misappropriated and illegally taken as revenue, and Mr. Morrissey charged that part of the stumpage had not been collected. Mr. Tweedle and Mr. Pugsley, who are the government, ignored the charges that were made against themselves personally and turned their attention to the charge of maladministration which, if proved, might be shouldered off upon subordinates. They called loudly on Mr. Morrissey to ask for a committee and offered to keep the house in session long enough to investigate the charges. The opposition welcomed this offer, and moved for a committee to investigate the crown land administration. Mr. Hazen moved, after reciting the fact that a crown land policy had been founded on the report of a commission in 1890, and that charges had been made that the law had been fiagrantly violated, the following: grantly violated, the following: Resolved, That a select com

Resolved, That a select committee of the house be appointed to investigate fully all matters connected with the administration of the crown lands of this province, with authority to summons and examine under oath members of the government, their officers, servants and agents, as well as all persons operating on or otherwise interested in the crown lands of this province, or who have operated on or been interested in or employed on said lands since the time when the report of the commission aforesaid was submitted to this house, and such other persons as they may deem necessary. Said select committee also to have power to compel the production of all books, papers, documents, memorandum or writings in any way relating to or in connection, with the matters above herein referred to.

Did the government, after having loudly proclaimed that it courted investigation, after having dared Mr. Morrissey to ask for a committee, permit this resolution to pass and an in-

westigation, after having dared Mr. Morrissey to ask for a committee, permit this resolution to pass and an inquiry to take place? Of course not. Mr. Tweedle and Mr. Pugsley voted against it, and then, as a matter of course, all the government's supporters in the house voted against it.

The opposition moved for a committee to investigate all the charges against the crown land administration, and the government voted it down.

Then the government shouted: "Come on, Morrissey, with your charges and we will give you a committee."

The brave men on the government benches were willing to fight John Morrissey, and inquire into their own version of his charge against them, but they didn't dare to meet the opposition ten and face all the charges.

The opposition gained the greatest practical victory ever won in the legislature when the government voted down Mr. Hasen's resolution for the appointment of a committee to inquire into all the charges.

THE MANGAN CASE Three of the Jurymen Want to Change Their Verdict.

LETTERS FROM THE PEOPLE

THE RIVAL RAILWAY ROUTES. To the Editor of the Sun:

To the Editor of the Sun:

Sir—As the question of railway charters may be discussed in the legislature this week I would like to point out some features of the situation as it affects St. John and the residents of the river counties. Some years ago a location survey was made by the Grand Trunk Company for a railway through the centre of the province to Moncton, with a view of extending thence to the port of Hallfax. Now that they cannot obtain a subsidy for the trans-continental scheme unless they connect with a Canadian port, it seems likely they will avail themselves seems likely they will avail themselves of the location then -uade. Mr. Mc-Kenzie when in St. John lately stated that the Canadian Northern would also that the Canadian Northern would also extend their system to a N. S. port via Edmundston, Chipman and Moncton, which goes to show that these two trunk lines will probably combine interests in a central route through New Brunswick. No person can question the right of these companies to select the routes that appears to suit them best, but when it is given out that the connection with St. John will be made via the Central railway from Chipman it is only too evident that local parties who have the pull in this arrangement have a railway to dispose of, otherwise

have a railway to dispose of, otherwise how can they expect freight from the west via Quebec and Chipman to compete successfully with that via the C. P. R. to St. John, not to mention the Grand Trunk to Portland. If our local legislators are true to the best interests of New Brunswick, they will refuse to grant charters to any trans-continental railway excepting via the valley route to Fre where direct connection can be made with St. John and also with N. S. port via Moncton. The valley route will compare very favorably in the matter of local traffic, grades, and cost of construction, with that over the forest covered highlands of the centre of the province, while the through distance from Edmundston to Moncton would not be materially increased, and lastly charters are already in existence for the entire valley route to St. John. Yours truly,

To the Editor of the Sun:

Sir —I read, with great interest your editorial on Mr. Hartt's speech on educational matters. As a teacher I heartily endorse his statements. It you will kindly permit me to use mall portion of your valued space, vould like to call attention to a few dditional facts concerning the mangement—or rather concerning the nismanagement of our public school

SUNBURY.

on schools have for year been a source of just pride, and, al-though our teachers are being eagerly sought by the United States, South Af-rica and our own Northwest, neverthe-less our schools are not what they were and are far from what they

though our teachers are being eagerth; sought by the United States, South Affice our said and sour own Northwest, severther to and our own Northwest, severther, and are form what they ploud by the present of the control of the present of the pres

feature of the teacher's salary. He re-ceives his hard earned dollars so quicktone for its meagremegins work the first toils for six long months and ther waits until some uncertain date be-tween the 12th and 31st of August for tween the 12th and 31st of August for his draft. Two months after the last dollar was earned he gets his pay and then if he resides in a back district he must pay discount charges. As for the district pay the least said about it the better. In two-thirds of the districts it is doled out, very grudgingly, in driblets of \$5 and \$10 at a time. And to get those small amounts the teacher must nearly run his legs off. I have known cases where they have been forced to help collect the taxes.

Prof Davidson in the article appended to the report, has advanced the

Prof Davidson in the article appended to the report, has advanced the idea that our system, to retain its best talent and to induce more to enter, must have more and greater prizes to offer. The prizes are all very fine, but if the government would only take steps to remove some of the spectres and drawbacks that harrow the teacher, either out of the profession or into er, either out of the profession or into an early and unquiet grave, the whole difficulty would be overcome. Restrictions and requirements hedge

Restrictions and requirements hedge the teacher in on all sides. He is required to be dumb on all social and religious issues. He must be mute on all political questions, and must surrender the privilege of free speech, which other members of the society enjoy. He must be a model of patience and skill. He is required to present certificates of health, character, training and scholarship. He ought to be willing to labor long years in the public service. scholarship. He ought to be willing to labor long years in the public service and not repine, when he becomes old and worn out, if a just and economi-cal government (which pay its hard-worked, unassuming attorney general a pairry \$9,000 a year) recinds his lic-

These are the actual conditions under which our teachers are laboring and they are not enviable in a province that boasts of enlightenment and advancement. These are evils that are depleting the Normal School ranks; these are evils that are driving our best talent headlong from the profession; these are the evils that are forcing the inspactors to issue the entit ing the inspectors to issue the anti-quated local license; these are the evils that will ultimately break down and ruin the efficiency of our school system.

The only safe and sure remedy lies

with our government. But that gov-

WANTED.

MONEY TO LOAN.

GREAT FORTUNES

BRITAIN CHECKS RUSSIA'S AMBITION.

Lord Lansdowne Announces Britis Policy on Persian Gulf.

LONDON, May 6.—Another important change in the international political situation is recorded by Lor cal situation is recorded by Lote Lansdowne's important announcement in the house of lords last evening in regard to the British policy on the Persian Gulf. It has been clearly evident for some time that Russia desired to develop her plan of aggrandizement in two quarters before proceeding to execute her designs against Ottoman rule in Constantinople. One worked, unassuming accounts his license because it was granted years before. He must be willing to be docked to the last cent for all time lostwhether through illness or cause whatsoever. He must be thankful to wait for his hard-earned salary months after it is earned, while the members of the government are allowed to draw and overdraw at their own sweet will. And in return for all this what does he get? A salary that a wood's cook would reject in scorn were it offered to him.

desired to develop her plan of against dizement in two quarters before proceeding to execute her designs against Ottoman rule in Constantinople. One was Manchuria and North China. There the United States has intervened with a protest which promises to be effectual for the time being. The other was Persia, where Russia's ultimate object was to secure an outlet to the sea in the Persian Guif. Great Britain now supplies a checkmate to this ambition by declaring that she will meet its execution with war.

this ambition by declaring that she will meet its execution with war.

This decisive mode marks a wholes some renewal of vitality and vigor in British policy. It alters the whole complexion of the general crisis, which is arising in European affairs. The Russian efforts in both directions indicated are for the present paralyzed. The chief motives which led Russia to hold in check the Balkan troubles by every means in her power are by every means in her power thereby removed. The only rem ing reasons why Russia should and Bulgaria are her partial un paredness for an immediate camp with our government. But that government stands carelessly indifferent, allowing wages and teachers to decrease each year, allowing our best talent to be tarried off by other countries. Some day they will act, but it will not be until it is too late.

Thanking you Mr. Editor,

I am,

ONE OF THE MIGRATING TEACHERS.

THE DEATH ROLL,

PORT VICTORIA, Seychelle Islands, May \$.—Mwanga, the former king of Uganda is dead. His death was caused by the rupture of an aneurism. King Mwanga, a son of the celebrated King Mutesa, left Uganda secretly on July 6, 1897, to organize a rising against trurkey, and the serious unrest within her own borders. The next few days will probably bring some indication whether the Russian plans have been changed. It is not at all possible that her reply to Lord Lansdowne's militant threat will be the first move in the plan which will culminate in the march of Russian troops against Constantinople. It is safe to say that there will be no British threat of war to thwart her in that direction; But it is folly to attempt to forecast with any confidence the action of Russian diplomacy. The Czar's government has received, within a week, two rebuffs of almost terrific violence, each from an unexpected quarter. They may bring immediate campaign against Turkey, and the serious unrest the within her own borders. The next few days will probably bring some indication whether the Russian plans have been changed. It is not at all possible that her reply to Lord Lansdowne's militant threat will be the first move in the plan which will culminate in the march of Russian troops against Constantinopie. It is safe to say that there will be no British threat of war to thwart her in that direction; but it is folly to attempt to forecast with any confidence the action of Russian threat will be the first move in the plan which will culminate in the march of Russian troops against Constantinopie. It is safe to say that there will be no British threat of war to thwart her in that direction; but it is folly to attempt