

RATES OF ADVERTISING
—
Tri-Weekly Star.

SPACE.	LENGTH OF TIME.	RATES.
A Column.	One Year.	\$100
Half do.	"	50
Quarter do.	"	25
4 Inches.	"	12
A Card.	"	12

Of the above spaces, half the amount set apart for six months, one fourth the amount for three months. Special arrangements for terms shorter than three months.

TRANSIENT ADVERTISEMENTS.
Single insertion not more than one inch, 50 cents; subsequent insertions (each) for same space 25 cents.
Advertisements will be charged for the line of insertion if not ordered to be suspended in writing.

Advertising rates (outside the transient advertisements) payable every three months. Solid advertisements, ten cents a line. Orders for the discontinuation of advertising contracts, after the time agreed upon, must be given in writing; else all continued "ads" will be charged at the regular rates.

WEEKLY STAR.
The advertising rates in the WEEKLY STAR are the same as those of the Tri-Weekly. Special arrangements, may be made with the Editor or Publisher, at the office Sterling's Building, (up stairs), Corner Queen and Regent Streets.
Subscribers who do not receive their papers promptly and regularly will please send in word to the Editor.

THE TRI-WEEKLY STAR.
IS PUBLISHED
Tuesday, Thursday and Saturday evenings from the Office, corner of Queen and Regent Streets.
Terms: \$2.50 per annum, payable in advance.
Address "STAR," Fredericton.

This paper may be found on the streets, P. Lowell & Co's Newspaper Advertising Bureau (10 Spruce St.), where advertising contracts may be made for it in New Brunswick and Nova Scotia.
Mr. J. H. Burns, Newspaper Advertising Agent, 41 Park Row (Times Building), New York, is authorized to contract for advertisements in the WEEKLY STAR at our best rates.

The Evening Star.

J. E. COLLINS, Editor.
FREDERICTON JUNE 5 1880.

The readers of this journal are hereby informed, that Fredericton is the Capital of New Brunswick, and that York Point, and Marsh Bridge, and Reed's Castle, and MacEvoy's, and the old Bell Tower, and Partridge Island, all remain just as they were!

SIR LEONARD TILLEY.
AN INTERVIEW WITH SIR LEONARD BY A "STAR" REPORTER.

A STAR representative called this afternoon on Sir Leonard Tilley's residence, and having introduced himself, was asked to "come in." Sir Leonard looked fresh and cheerful, and though time will trace wrinkles and turn the fastest brown and black to white, Sir Leonard showed by his cheerful face that time set lightly upon him.

Rep.—Sir Leonard my business is the theme of themes, the National Policy and all its consequences; I should be grateful if you would answer a few questions.
"With pleasure," said Sir Leonard.

Rep.—What is your experience of the working of the National Policy—has it wrought good or evil to the greatest number.
Sir Leonard—It has wrought good. Between the first of October and the first of February I visited a large and by far the most important portion of the manufacturing establishments in Ontario, Quebec, New Brunswick and Nova Scotia, and the result of my observations and enquiries as a politician, especially in the Provinces of Quebec and Ontario.

Rep.—Have your hopes and expectations of that time been fulfilled, to judge of what you have seen since?
Sir L.—Yes. During the past week I visited the leading industries of St. John, and found a marked improvement since December last, though even at that time the boot and shoe and cotton factories were doing well. Now all the manufacturing there are employing a much larger number of hands than then—I may instance Harrison and Flemming, who employ three times the number as in December last. Some of the lesser establishments which I had not time to visit before, I called on now, and cannot be gratified at the results.

We cannot expect you know to see palaces spring up in one night, like the old romancers tell us about, nor can we expect an almost lifeless trade to assume its wonted vigor in so short a time. But the signs all point upwards. Not a place I have seen or heard from is there, that is not in a better position than a year ago.

Rep.—But the great cry raised against the National Policy here, or the N. P. as its enemies love to call it by way of nickname, is that it operates against the consumer, to the sole benefit of a few manufacturers—a body in a wretched minority?
Sir Leonard—Ah, that is a point now that I am glad you mentioned. The impression is quite an erroneous one. I have made a point, in my travels through the Dominion, to inquire of the merchants, the men whose opinions only we can rely on in such a question, if the tariff operated against the consumer. The general reply to me has been, it does not. We can buy woolen goods such as blankets, flannels, etc., as also cottons of every make as cheap from our own manufacturers as we can buy them in England or in the United States. To import these, it would be necessary for us to pay a duty, which would actually force us to sell the articles mentioned at a higher price, by the duty, than we sell them now. "This is true," continued Sir Leonard, "that at present there are not manufacturers enough, and it is necessary to import some,—and this is what makes those who import complain; but it is an unquestionable law of trade that where the market is, there will the commodity find its way. In two years we could not be expected to have enough of our own manufactures to meet home demand, but that time is coming rapidly. And then as to a few holding the markets, and fixing iron rule prices, that is nonsense; because trade, where there is competition, within or without, will always regulate itself, and current articles will find their own price. Further, I may tell you, in connection with this subject, and as

a proof of the statement I make, purchasers from Boston come across the line and purchase leather cheaper than they can buy it at home. The leather manufacturers here, all the markets, but the people control the markets, as must in due course be the case in everything else.

Rep.—What are your hopes for the future of the N. P.?
Sir L.—We judge of the future by the past, and by unmistakable signs. In St. John trade is decidedly better as is evidenced in different ways—by the increase of collectable duties at the Customs House for the past month over the corresponding month of last year. The same is true of every city so far that I have heard from: I have therefore no hesitation in expressing to you my firm belief that before three years expire, that not only in Ontario and Quebec but in every part of the Dominion will the people acquiesce in the success of the policy.

No public measure whether by Government or private party, can meet the wishes of everybody; and every departure from the old order is treated with suspicion which makes it if not a target for opposition at least an object of distrust. For example there has never been a railway built that did not impose a hardship on some one by reason of damages, or interference with some right he possessed, but that is no argument against railways.

Rep.—Think you, Sir Leonard, will your estimated receipts be forthcoming?
Sir L.—I have little doubt but that the estimated revenue for customs, for this year, will be very nearly, if not entirely, realized. We have now the returns for 11 months by us, and we can easily conclude for the other month—the difference not exceeding \$100,000. Though some of the leading Opposition papers try to make a different showing, our revenue is not only largely in excess for April and May of this year, over the corresponding months of last year, but from January to May our receipts are considerably in excess over their corresponding months. Speaking of St. John, its case is different from any other city in the Dominion; but we must look outside of politics for the cause of this. It is the fire that prostrated her, because a vast bulk of the property destroyed, was not insured, and what was lost, conjointly with what her business men had to invest, prostrated her energies.

Rep.—The grip papers here state that we, in New Brunswick, have to shoulder the heavy end of the log in taxation, while the Upper Provinces derive all the benefits.
Sir L.—There is nothing further from the fact. This very year while the increased taxation to the Dominion will be \$2,000,000, New Brunswick will pay less into the revenue than for any year before.

THE CANADA PACIFIC.
Rep.—Do you think Sir Leonard the Canada Pacific will go far towards meeting the expense of the outlay?
Sir L.—I do.—I think the estimates by the First Minister will be very little if any astray. Previous to the 1st of May applications for the purchase in cash of over half a million acres of land had been received by the Government. At first, say for 3 or 4 years it is not expected the receipts will meet the expenditure, because the sales of land will not be so rapid at first as after the country is thrown open. The 10 per cent paid down at first will meet a portion of the interest on the outlay; but the 100 acres reserve to each settler will be unprofitable to the Government for three years. But after that time, I feel the predictions of the Government will be fulfilled to the letter.

BANKING.
Rep.—It is contended by a few that your currency measure is the first step towards an irredeemable currency.
Sir L.—O this is a great mistake, and when the subject comes to be understood, no one will believe this. We have a circulation to the amount of \$21,000,000 bank currency to-day. There is no provision in the charter compelling the Banks to hold a gold equivalent to this; the banks merely do it for their own security. Their whole reserve on deposits and circulation does not exceed 16 per cent—but this has been found ample. The Government do not proceed on the irredeemable basis; but on its issue it holds 15 per cent in gold, 10 per cent in securities as good as gold—75 per cent, that is also a genuine security. The arrangement is not good for the banks because they want the profits of the circulation. They never have any doubt about their paper being irredeemable with only 16 per cent gold behind it, but some have become alarmed that Government paper will depreciate with 25 per cent gold behind it! Every note issued, will be redeemable in gold at certain points. There is nothing more certain than this.

THE SENATE.
Rep.—I see some of the papers advocate the abolition of the senate.
Sir L.—Yes, but the abolition of the senate is a very long way off yet. I can conceive of nothing more improbable. The senate has proved itself to be more in accord with the sentiment of the people at times, than the lower branch. During the time the opposition were in power, they made 10 or 12 appointments to the senate; yet the last year, they had fewer supporters in the senate than when they were in. They are weaker still in the senate now, and this is why the abolition of that body is an Opposition idea.

Sir Leonard then had to turn away to give consolation to some supplicant. The reporter left him, wishing him and the N. P. every success.

THE GRAND SOUTHERN.

The Government is in session and the gravest matter before it is whether the Grand Southern Railroad is "to be or not to be." Mr. Greene is here and has had a hearing before the Council: Mr. Buck's estimate has been laid before the Board, and now the Government takes time to consider over Mr. Greene's equitable and reasonable proposal: a grant of subsidy on money expended on the road as shown by Mr. Buck's estimate and an order to proceed with the work.

We can well understand the Government taking time to consider such a step, but we would be quite unable to understand it withholding its refusal to the claims of the company. It is true the Legislative Council has declared the road to be now a thing

of the past, but the Government must know, as the whole Province believes, that the action of the Council was unjust as it was selfish—a mere feeble support grasped at by that body to protect it from the verdict this country will at no distant day pronounce upon it: on the principle of the drowning man grasping at the straw. There was no element of patriotism in the Council's act, and it basely attempted to smother the child whom it assisted in bringing to the world. The time for the Council to reach out its patriotic hand and save the country from railroad ruin was not when the road was more than half built, and the honor and the good faith of this country pledged to its completion, but before the first pick was raised. If it was unwise legislation to charter that road there is no help for it now, and the country which made the mistake must suffer the consequences, as those who sow the wind must reap the whirlwind. But we do not believe the road is a bad speculation, and we only argue now on the ground taken by those who basely hire themselves to a rival company to decry the Grand Southern.

Some of our readers have seen a late article in one of the St. John papers decrying this road, but they have little doubt that the Editor was well rewarded for publishing it; as it was intended to have an effect on the Government at its present meeting. But the Government will do what the voice of the Popular Branch approves, and what this Country feels is Right and due to the public faith and the public honor.

Before the Legislature closed a cargo of steel rails, 1,308 tons arrived in St. John for this road, and it will be remembered before the cargo arrived the managers of the rival road were industrious in circulating the story that Mr. Greene's rails were "only myths." These rails have been lying since, piled up in the docks in St. John. On the 5th of May the barque "J. Walter Scammell," left Cardiff with another cargo of 1,100 tons which will arrive at St. George tomorrow or Monday—these contracts have been made with the renowned manufacturers, Guest & Co., of the Dowlas Iron Works, Wales.

Add to this that one locomotive has already arrived, and two others are nearly built. Most of the masonry on the road is done, and what remains will be finished in a few days. The road is all graded, and most of the sleepers have been distributed. What remains of this will be done in a few days also. Though the line runs round the coast, encountering hills and gorges, making it extremely difficult of construction, yet 65 per cent of it is straight, and the rest a credit to the contractor. The time was when men of that great wise school at the head of which stand the Jones and the Robinsons, thought the road was an impossibility; or, that if built, it could not be done for less than fabulous sums. Now when the road is not only built, and built well, but actually done for less money than any road, unless it be the N. B. Railroad, they say the work is unworthy, and sneer at the reports of men like Mr. Perley. The government's duty is plain, and we are quite satisfied, and Mr. Greene may feel satisfied they will grapple with and do that duty as becomes men who represent the interests and the honor of this country.

SIR LEONARD TILLEY.
Fredericton has been honored by a visit from our Finance Minister. He arrived here last evening in the same train with Alex. Gibson, Esq. These two gentlemen may be considered par excellence the representative men of New Brunswick: the one of the business interests, the other of the political interests, which include the former.

We cannot to-day go into details as to the effect of the National Policy upon the Province, because elsewhere we publish Sir Leonard's own opinion on this matter. But we think it ought to be, as it is, a matter of pride to our people, that in this Dominion growing every day in power and importance, to have a man of Sir Leonard Tilley's abilities going from our midst and presiding at our Councils. We know the policy which he has adopted to build up the industries of this country has been abused and criticized beyond measure; but if this were not so history would have forgotten to repeat herself, and men who find themselves on the backward side would have forgotten they were mortal. No great change whether social or moral has ever taken place without at tack and misrepresentation: it would be absurd to suppose the National Policy could escape. But the N. P. so-called is the policy that will build up this country despite what its traducers say: and its promoters belong to a school of Statesmen who have made all the history which adorns our pages. It is the Conservatives of England

who have made the history of England—who have made their nation's name both feared and respected the world over. It is the Conservatives of Canada, who will give a future to Canada—not those sneerers who sit by carping at everything and proposing nothing. So has it been in England—so will it be here. Success to Sir Leonard, and his party, and the N. P.!

WELLAND CANAL.
NOTICE TO MACHINIST-CONTRACTORS.
SEALED TENDERS addressed to the undersigned (Secretary of Railways and Canals) and endorsed "Tender for Lock Gates, Welland Canal," will be received at this office until the arrival of the Eastern and Western Mails on THURSDAY, the 5th day of JUNE next, for the construction of Gates, and the necessary machinery connected with them, for the new locks on the Welland Canal.
Plans, Specifications and General Conditions can be seen at this office on and after THURSDAY, the 20th day of MAY next, where forms of tender can also be obtained.
Parties tendering are expected to provide the special tools necessary for, and to have a practical knowledge of works of this class, and are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and—in case of firms—except there are attached the actual signatures, the nature of the occupation and residence of each member of the same; and, further, an accepted bank cheque for a sum equal to \$250, for the gates of each lock, must accompany each tender, which sum shall be forfeited if the party tendering declines entering into contract for the work at the rates and on the terms stated in the offer submitted.
The cheque thus sent will be returned to the respective parties whose tenders are not accepted.
For the due fulfillment of the contract the party or parties whose tender it is proposed to accept will be notified that their tender is accepted subject to a deposit of five per cent. of the bulk sum of the contract—of which the sum sent in with the tender will be considered a part—to be deposited to the credit of the Receiver General within eight days after the date of the notice.
Ninety per cent. only of the progress estimates will be paid until the completion of the work.
This Department does not, however, bind itself to accept the lowest or any tender.
By Order, F. BRAUN, Secretary.
Dept. of Rys. and Canals, }
Ottawa, March 29, 1880. }
Fredericton, 6th A. St., 1880.—1awt June 3.

LACHINE CANAL.
NOTICE TO MACHINIST-CONTRACTORS.
SEALED TENDERS addressed to the undersigned (Secretary of Railways and Canals) and endorsed "Tender for Lock Gates, Lachine Canal," will be received at this office until the arrival of the Eastern and Western Mails on THURSDAY, the 3rd day of JUNE next, for the construction of gates, and the necessary machinery connected with them, for the new locks on the Lachine Canal.
Plans, Specifications and General Conditions can be seen at this office on and after THURSDAY, the 20th day of MAY next, where forms of tender can also be obtained.
Parties tendering are expected to provide the special tools necessary for, and to have a practical knowledge of works of this class, and are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and—in case of firms—except there are attached the actual signatures, the nature of the occupation and residence of each member of the same; and, further, an accepted bank cheque for a sum equal to \$250, for the gates of each lock, must accompany each tender, which sum shall be forfeited if the party tendering declines entering into contract for the work at the rates and on the terms stated in the offer submitted.
The cheque thus sent will be returned to the respective parties whose tenders are not accepted.
For the due fulfillment of the contract, the party or parties whose tender it is proposed to accept will be notified that their tender is accepted subject to a deposit of five per cent. of the bulk sum of the contract—of which the sum sent in with the tender will be considered a part—to be deposited to the credit of the Receiver General within eight days after the date of the notice.
Ninety per cent. only of the progress estimates will be paid until the completion of the work.
This Department does not, however, bind itself to accept the lowest or any tender.
By Order, F. BRAUN, Secretary.
Dept. of Railways & Canals, }
Ottawa, 29th March, 1880 }
Fredericton, 13th May, 1880.—1awt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

LACHINE CANAL.
NOTICE TO MACHINIST-CONTRACTORS.
SEALED TENDERS addressed to the undersigned (Secretary of Railways and Canals) and endorsed "Tender for Lock Gates, Lachine Canal," will be received at this office until the arrival of the Eastern and Western Mails on THURSDAY, the 3rd day of JUNE next, for the construction of gates, and the necessary machinery connected with them, for the new locks on the Lachine Canal.
Plans, Specifications and General Conditions can be seen at this office on and after THURSDAY, the 20th day of MAY next, where forms of tender can also be obtained.
Parties tendering are expected to provide the special tools necessary for, and to have a practical knowledge of works of this class, and are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and—in case of firms—except there are attached the actual signatures, the nature of the occupation and residence of each member of the same; and, further, an accepted bank cheque for a sum equal to \$250, for the gates of each lock, must accompany each tender, which sum shall be forfeited if the party tendering declines entering into contract for the work at the rates and on the terms stated in the offer submitted.
The cheque thus sent will be returned to the respective parties whose tenders are not accepted.
For the due fulfillment of the contract, the party or parties whose tender it is proposed to accept will be notified that their tender is accepted subject to a deposit of five per cent. of the bulk sum of the contract—of which the sum sent in with the tender will be considered a part—to be deposited to the credit of the Receiver General within eight days after the date of the notice.
Ninety per cent. only of the progress estimates will be paid until the completion of the work.
This Department does not, however, bind itself to accept the lowest or any tender.
By Order, F. BRAUN, Secretary.
Dept. of Railways & Canals, }
Ottawa, 29th March, 1880 }
Fredericton, 13th May, 1880.—1awt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways & Canals, }
Ottawa, 13th May, 1880. }
Fredericton, 20th May—Stawt June 22

WELLAND CANAL.
NOTICE TO CONTRACTORS.
THE construction of Lock Gates advertised to be let on the 3rd of JUNE next, is unavoidably postponed to the following dates:—
Tenders will be received until
Tuesday, the 22nd Day of June Next.
Plans and Specifications, etc., will be ready for examination on and after
TUESDAY, THE 8th DAY OF JUNE
By order,
F. BRAUN,
Secretary.
Department Railways &