

**RATES OF ADVERTISING**

**Tri-Weekly Star.**

SPACE.	LENGTH OF TIME.	RATES.
A Column.	One Year.	\$100
Half do.	"	50
Quarter do.	"	25
4 Inches.	"	15
A Card.	"	12

Of the above spaces, half the amounts set opposite 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 time 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 office.

**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 file at Geo. P. Rowell & Co.'s Newspaper Advertising Bureau (10 Spruce St.), where advertising contracts may be made for it in New York.

**The Evening Star.**

J. E. COLLINS, Editor.  
FREDERICTON MAY 13, 1880.

WANTED a dozen or so of newsboys to sell the STAR, after school hours. Apply at the STAR office.

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!

**THE NEWFOUNDLAND RAILROAD, AND SOME ADVICE**

The Newfoundland Railroad so much talked of on both sides of the Atlantic, has passed beyond the region of speculation, and the project is now a reality. Surveys will be made at once, after this tenders will be called for, and then the contractor will go on with the work. This road is talked of all over Canada, and speculation is rife as to what the outcome will be. A gentleman who for 40 years has been a close observer of the current of events, and whose advice upon railway matters, we receive with much respect, sends us the following:

That advice which one of the wisest men of Greece left as a warning to posterity was of priceless value—"Know thyself." I would call the attention of the Government of the happy and flourishing colony of Newfoundland to it now at a time when one word is better, than ten by-and-by. The Colony is about expending a large sum of money in the construction of railroads I observe by the papers; but in doing this it ought to consider well the results of the investment before it burdens itself with impost and taxes, which might extend to all time. I may be pardoned therefore for making the following suggestions in this matter. Consider well the location of the road so that the same or such portion of it as is immediately required should be built from St. John's as a centre to such other place as will most benefit the travel of the whole Island.  
That when the road shall have been located thus far and before construction, that wise and competent employees be sent along this route to examine the country through which it runs and report on its agricultural and other capabilities, so that means may be taken to develop the same. When this is done and a portion of the road across the whole Island has been completed and run for a year or two, surveys may be made and reports prepared as to the advisability of continuing the track across the Island and as to the benefits to be derived therefrom. Such examination and reports to be the work of practical men well acquainted with the matters which they are investigating and not to be done by unskilled persons.

Time being given the Island will learn something about railroads and the cost of running them—above all things should not be in too much hurry. New Brunswick in the agony of its excessive railroad expenditure like a grim spectre raises a warning hand as if to deter its sister colonies from the unfortunate path which she has trod.  
It might be well to also consider what the Island is to gain by having the summer travel from Europe cross it, if such can be done. The Island ought to consider what she will gain in this regard. You Sir should appeal to her journals for information on this subject. My honest opinion is that the gain will not be so large as to warrant the Island undertaking this most extensive work without the aid of Europe and the Continent of America, which are to be the principal gainers. All that Newfoundland can expect in the completion of the road is to have the carrying and feeling of such passengers as see fit to tranship themselves and baggage for the sake of a few hours ride, and again to go through all the bustle and trouble of re-embarking on the other side of the Island. We ask how many will be likely to do this, will they not much rather remain in their quiet berths, "preferring to bear the ills they have than fly to others that they know not of?" They ought to calculate in some such manner as to how many first class summer passengers travel in the ocean

steamers to the British possessions and how many will be likely to take the road: there is then a basis on which to make estimates. The Island will get their passage money, and payment for their food and lodgings when in transit.  
This sum taken together with the possible increase of population to result from the settlement of such parts of the Island as may be fit for settlement, will show what Newfoundland will gain. In conclusion I would again urge most strongly on your fellow-countrymen to be careful whom they select as explorers of their farming and timber lands, so that their reports may be the wise product of thoughtful and skilled minds and not the vain and visionary vapourings of persons ignorant of the business in which they are engaged.

This is the abstract view of the case, but the advice given is worth more than gold. Newfoundland has already made mistakes, serious enough in their way, on matters of far less importance than the present gigantic scheme. But of these we do not propose to say much just now, believing, as we do, that in this regard the scales have fallen off the eyes of our brethren. The Island has now roused itself to action, and there is no doubt that the objects in view will be intelligently carried out. But the Island now, in railway dealings, is like a ship sailing in unsounded waters, where may lie wrecking and ruins of reefs. She ought therefore to take advice kindly, when kindly given; ought to familiarize herself with the experience of those Provinces some of whom have plunged wildly into the vortex of railroad speculation. The mistakes made by New Brunswick might with care be avoided by Newfoundland, but if the legislators of that happy isle sit like stilted oracles upon their native rocks, scorning the valuable lessons learnt in Experience's bitter school, they will have plenty of time to repent it.

We do not now wish to speak lightly of some of the excellent men employed by the Government to survey or prospect through the Island. We know both Mr Alexander Murray, C.B., and Mr Howley his assistant; but while acknowledging their great theoretical abilities, we can say very little indeed for their reports. The papers and reports published by either Mr. Murray or Mr. Harvey, the talented correspondent of English and Canadian leading journals, would only afford laughing stock for men living in Canada who know good land from bad land, and good forests from inferior forests. If necessary we can very fully substantiate all we say in this regard.

Therefore we again say, let Newfoundland move with caution, for she is embarked upon a dangerous financial sea, where true and trusty pilots are her only safety. This is the great epoch in her history; a momentous item for the future chronicler. It is a step destined either to elevate that isolated land to the rank of Sisterhood among the other Colonies, to make her the link binding the old world with the new, and infusing new life, new energy, modern modes of action and a more progressive spirit among her people; or 'tis a step destined to rob her for evermore of the financial peace she has so long enjoyed; a huge vampire that having sucked out the last drop of her blood will cry out for more; an undertaking that will make familiar to the people faces never seen in the Island before,—the face of the bondholder, of the tax-gatherer of the man crying out for money while the Colony says, "We have none to give. It may be the one, it may be the other; but hopes for the former, based on doubt upon the most satisfactory assurances, and a clearly seen course ahead, have brought the Island to its present conclusion.  
Blessings upon her undertaking, may it open a newer and a brighter era for the future than the past has been, and may the sun of prosperity never set behind those hills, dearer to us than any other in all this wide world besides.

**RUMORS OF THE DAY.**  
A few months more, before the leaves fall, Judge Weldon's judicial term will have expired. Whether he will retire to that quiet life so befitting a man of his years or whether he will still retain his seat on the bench is a matter entirely with himself, we assume, and we cannot say which he will choose. But there is a time towards the sunset of every man's life, that tired of the selfishness of the busy world, he yearns for a quiet spot, removed

—"Far from the maddening crowds, ignoble strife,"  
where he can spend in peace the few remaining years vouchsafed him. Judge Weldon's career all through life, has been a long and useful one, and we are much mistaken if he is not now longing for the day when he can throw off the habiliments of active life, and watch the younger, and the ambitious tread the same mazy rounds that he himself has trod, and pursue those bubbles that in early days ad when his blood was hot, fired his own ambition.

If there is any happiness vouchsafed him who sitting in the autumn of his days, sees all the world with its gilded but now nauseating pleasures vanish behind him, and the great gulf of eternity lying open before him, it is to look back upon his race of life, if well and honorably run. We think sitting in his quiet retreat the ex-Judge, at least if the world is to be believed, will have nothing dishonorable with which he can reproach his grey hairs. He has sat upon the bench for many years, but he has never been known to soil his ermine or debase the dignity of the Bench.

But some of their Honors in those late days are held up by frothing preachers as most "upright Judges;" yet they come like lepers to that Bench which the ranters say they adorn, and stand convicted of charges upon the records of the very Court in which they come to sit and deliver judgments, which would commit some to obloquy and others to the Penitentiary for the best of their days.

It is a pity that our Provincial Bench, so long the boast and pride of the Province, for its high integrity and great ability, should in these latter times have its bright reputation blackened by the misdeeds of any member; and this reminds us to say that of all the duties of the Government-in-Council, in none should it move with greater caution and with more care than in the appointment of Judges. A corrupt and unscrupulous lawyer will be a corrupt and unscrupulous judge; the lawyer who leagues himself with men of low character in criminal speculation and only escapes condign punishment by his own scheming, when placed upon the Bench is a disgrace to that highest of material tribunals, and a reproach to the Judges that sit beside him. It is meet and proper, in the appointment of Judges that abilities should be sought, but ability when leagued with rascality, is a poor substitute even for poverty of intellect, if there be leagued with it, that integrity you cannot corrupt. Let us at least for judges have honest men, else the Bench will some day become a reproach before the people.

"This is plain talk," do we hear some one say? Well it is plain talk, and let him whom the cap fits wear it. We now say to Sir John, that another unfortunate appointment or two and he will find he has lost that reputation he had so meritoriously won, of "appointing judges who upheld the dignity of the Bench, and kept the ermine pure."

Let us back to our subject. It is said Charles Weldon, the Judge's son, counsels his father to remain where he is, saying he would see the Government far enough before he would add another vacancy to their list to fill. The Judge may take the profound advice of Charles or he may not; no-wa-days at any rate, the "boys are wiser than the old men." But it will likely matter little. If the Judge prefer taking the advice of Charles, the Government may ask the Judge in consideration of his years to resign, which would destroy all the plans of the younger Weldon.

Should the Judge's place become vacant, then no doubt our worthy Attorney General, who would help to keep up the old-time dignity of the Bench, will likely take his place. In that case there would be an election in York, and there would be at least two ridiculous persons in the field—one a person who "backed down" the last election, and the other a hardware dealer on Queen Street—besides one or two clever and sensible men.

**THE GLOOMY PREDICTIONS OF A GRIT M. P.**

Mr. John Pickard, M. P., arrived here Tuesday last, and is expected to take up his residence with us till next session. Mr. Pickard, of course, though in opposition, has a few "secrets;" one of these is that the Attorney General is not likely to be successful with his \$150,000 claim; but the worst feature of the case is that Mr. Pickard thinks New Brunswick has no right to this amount. It is very likely Mr. Pickard was also of the opinion that we had no right to \$10,000 for Immigration expenses, and that we should maintain the Tracadie Lazaretto; but the Government for all that took the one off our hands, and paid us the other. As Straws sometimes show which way the wind blows, this opinion of Mr. Pickard's may be taken as an index of the general Grit feeling on New Brunswick rights and New Brunswick interests. And the anticipation of such a feeling takes us back to an era in the history of this country when the Grits ruled; to a period that every year for five saw a delegation go to the Gates of Ottawa, and knock and pray, but always return empty.

Thank fortune, thank the patriotic and progressive spirit of this country, that age is gone, and we are writing our history on a new and brighter page. The Burpees, and the Weldons and the Pickards

and the Anglins no longer find it theirs to say what is our right and what is not our right, what we shall get and what we shall be refused. The Immigration claim has been settled, the Lazaretto problem has been satisfactorily solved, and it is only a matter of time, a very short time,—perhaps this year, maybe not till next,—till the \$150,000 claim will too be paid to the very last dollar.

**WELLAND CANAL.**

**NOTICE TO BRIDGE BUILDERS.**

SEALED TENDERS addressed to the undersigned (Secretary of Railways and Canals) and endorsed "Tender for Bridges, Welland Canal," will be received at this office until the arrival of the Western mails on TUESDAY, the 16th DAY OF JUNE next, for the construction of swing and stationary bridges at various places on the Welland Canal. Those for highways are to be a combination of iron and wood, and those for railway purposes are to be of iron.  
Plans, specifications and general conditions are to be seen at this office on and after MONDAY, THE 31st DAY OF MAY next, where forms of tenders can also be obtained.  
Parties tendering are expected 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 attached to the tenders, and that in the case of firms—except there are attached the actual signatures, the nature of the occupation and residence of each member of the firm; and further an accepted check for a sum equal to \$250 for each bridge, for which an offer is made, 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 in will be returned to the respective parties whose tenders are not accepted.  
Parties due fulfillment of the contract the party or parties whose tender it is proposed to accept will be notified that their tender is accepted, and a deposit of five per cent. of the bulk sum of the deposit of five per cent. sum sent in with the tender will be considered a receipt for the deposit, which must be delivered General within eight days after the date of the notice.  
This deposit does not, however, bind the offeror to accept the lowest or any tender.  
By Order,  
F. BRAUN,  
Secretary.

DEPT. OF RAILWAYS AND CANALS,  
OTTAWA, 29th March, 1880.  
Fredericton, April 7, 1880.—Law/June/15

**MARBLE WORKS!**

DO HI AM C. ORPWOOD,  
Importer of MARBLE and manufacturer of  
Monuments, Tables, Headstones, Centre  
Tables, Mantels, Church Fonts &c.  
FREESTONE and GRANITE WORK executed in all its branches on the most reasonable terms.  
All orders promptly attended to.  
Near County Court House, Queen Street  
Fredericton, N. B.  
Nov. 18, 1879.—v. 8 mos.

**KARNER'S CATARRH REMEDY**

WITHOUT exception the best treatment in use for all diseases of the Throat and Head. Best of testimonials given if required.  
Price \$2.00 a package. Sold only by  
LEMONT & SONS,  
General Agents for Canada.  
Feb. 3, 1880.

**First Class CUTTER**

LATELY ARRIVED  
FROM BOSTON.  
(A Thorough Artisan.)  
AT ESTABLISHMENT OF  
T. G. O'CONNOR.  
Fredericton, June 24, 1879.

**TOYS! TOYS!**

VERY LARGE STOCK of Christmas Goods being shown at  
LEMONT'S Variety Store,  
Fredericton, Dec. 2, 1879.

**NO PATENT. NO PAY. PATENTS**

obtained for mechanical devices, medicinal or other compounds, ornamental designs, trade-marks and labels, Caveats, Assignments, Interferences, Infringements and all matters relating to Patents, promptly attended to. We make preliminary examinations and furnish opinions as to patentability, free of charge and also who are interested in new inventions and Patents are invited to send for a copy of our "Guide for obtaining Patents," which is sent free to any address, and contains complete instructions how to obtain Patents, and other valuable matter. During the past five years we have obtained nearly three thousand Patents for American and Foreign inventions, and can give satisfactory references in almost every country in the Union.  
Address: **LOUIS BAGGER**,  
Solicitors of Patents and Attorneys at Law, Le Droit Building,  
Washington, D. C.

**LAND FOR SALE**

**YORK & SUNBURY.**  
FOR Sale on reasonable terms several FARM and LOTS of LAND in and near Fredericton. Also, a Valuable Farm near Fredericton Junction, Sunbury County, comprising a large quantity of Intervalle. Apply to  
**RAINFORD & BLACK,**  
Carlton St., Fredericton  
Fredericton, Sept. 18, 1879.—

**TO LET.**

THE SHOP formerly occupied by Mr. Thomas Morris, in the building known as the "Abion Hotel." For further particulars enquire of  
**T. M. SPAHNN,**  
Queen Street, Fredericton.  
Jan 16—3 mos.



**SPRING!**

1880  
JUST RECEIVED  
22 BALES AND CASES  
NEW WALL PAPERS!

IN  
TINTS, GILTS, MARBLES,  
OAKS, AND COMMON.  
A FEW PATTERNS  
HANDSOME GILT DAOS.  
JOHN McDONALD,  
Fton, April 1, 1880—3 mos.

**Waterley House,**

REGENT STREET,  
Fredericton!

JOHN B. GREVES, Prop.

THIS Hotel has been established for 30 years; is convenient to the Public Offices, Steamboat Landings and berries, connecting with Riviere du Loup Railway; also, handy to the Free Market.  
Stabling and Yard Accommodation second to none in the city.  
Terms Moderate.  
Fredericton July 26, 1879—6 mos.

**THOMPSON'S MILLS**

NASHWAAKSIS.  
THE Undersigned having for more than ten years painted for McFarlane, Douglas, has now put up a shop at the above place, and is prepared to Repair and Paint Carriages of every description at the shortest notice, good work, moderate charges  
WALTER WILLIS  
April 22, 1880. Carriage Painter

**FOR SALE!**

THE Subscriber offers for sale his farm, situated in Hammond, Hillsdale, Kings Co., on the New Line Road lead. to Sussex. It is just ten miles from Sussex, 9 miles from Norton Station, and 7 miles from Saint Martins Railroad. It contains 50 acres, on which are a well stocked orchard, a comfortable dwelling house, with woodshed attached, a barn and a workshop, besides a first-class water privilege. The whole can be bought for Six Hundred Dollars.  
JESSE SHERWOOD,  
Hammond, Hillsdale, Kings Co  
Nov. 27, 1879.—4

**REMOVAL.**

THE Subscriber has removed to Wilmo's Building, opposite the Normal School, where he is prepared to attend to all his old customers and as many new ones as will favor him with their patronage. His stock is large, comprising

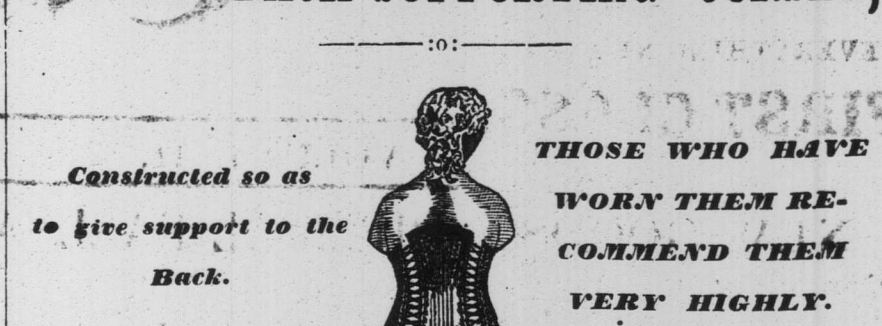
**BOOTS, SHOES, HATS, CAPS**

Ready-Made Clothing  
Gent's Furnishing Goods,  
all of which will be sold at his usual LOW PRICES.  
DANIEL LUCY.  
Fredericton, May, 1880.  
N. B.—CUSTOM WORK made on the premises as usual.

**NOTICE**

To Builders and all Others.  
THE Subscriber has on hand all descriptions of SPRUCE, PINE and HEMLOCK PLANK Also Thoroughly Seasoned PINE FINISHING IN SHEATHING AND OTHERWISE. Also, DRY SPRUCE FLOORING AND SHEATHING AND PALINGS  
Keeps on hand a Large Assortment of SPRUCE, PINE and HEMLOCK LOGS, from which he is prepared to saw BILLS of SCANTLING to order at all times, and with dispatch.  
All Orders delivered FREE by careful and obliging teamsters.  
Office: IN MILL (WEST END).  
B. A. ESTEY,  
Campbell Street,  
Fredericton, July 16.—1.

**LADIES, BUY THE BACK-SUPPORTING CORSET,**



Constructed so as to give support to the Back.  
For sale by  
F. B. EDGECOMBE.

Fredericton, April 10, 1880.

**CLOSING BUSINESS!**

**CASH SALE**  
Silks, Velvets, Dress Goods, &c.  
The subscriber intends closing his Business in this City on the  
First Day of May next.  
Goods will be sold at prices that will insure a  
COMPLETE CLEARANCE  
of the whole stock by that date. Gentlemen who may require  
CUSTOM CLOTHING  
Made in the best manner have an opportunity  
TO PROCURE THE SAME AT LOW PRICES  
All who are owing the subscriber are requested to call and pay and all who hold accounts against will please present the same for payment.  
P. McPEAKE.  
Fredericton, February 17, 1879.

**FOR SALE!**

THE Subscriber offers for sale his farm, situated in Hammond, Hillsdale, Kings Co., on the New Line Road lead. to Sussex. It is just ten miles from Sussex, 9 miles from Norton Station, and 7 miles from Saint Martins Railroad. It contains 50 acres, on which are a well stocked orchard, a comfortable dwelling house, with woodshed attached, a barn and a workshop, besides a first-class water privilege. The whole can be bought for Six Hundred Dollars.  
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**JANUARY 15, 1880.**

FOR THE NEXT 30 DAYS  
**A. A. MILLER & CO.**  
Will Offer their whole Stock of  
**DRY GOODS AT BANKRUPT PRICES**  
—FOR CASH ONLY.—  
Great Bargains may be Expected.  
Fredericton, January 15, 1880.

**New Christmas Goods.**

We have just received our new Holiday Goods. Everything Clean and Fresh. Personally selected within the last few days, and have now just opened:  
26 CASES  
Choice Books and Fancy Goods,  
TOYS OF ALL KINDS,  
In Wood, Tin and Rubber. All so some nice  
Nickel-Plated Ware, Photograph and Autograph Albums, Work Boxes, Writing Desks,  
And a Fine Assortment of WAX DOLL, which we have marked at prices never offered before in this city. Call and see them.  
Miscellaneous Books, Poems, Church and Catholic Prayer Books Wesley's Hymns, &c. Our stock of Stationery is now complete.  
CHRISTMAS AND NEW YEAR'S CARDS IN ENDLESS VARIETY.  
126 Pieces New Music just received.  
**M'MURRAY & FENETY.**  
P. S.—Our stock of School Books will be sold, in future as in the past, at the lowest prices.  
Fredericton, December 9, 1879.



**The 'Boss' Place**  
—TO BUY—  
CHRISTMAS GOODS  
—IS AT—  
**McMurray & Fenety's**

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