

**RATES OF ADVERTISING**  
—IN—  
**Tri-Weekly Star.**

SPACE.	LENGTH OF TIME.	RATES.
4 Columns.	One Year.	\$100
Half do.	"	50
Quarter do.	"	25
4 Inches.	"	15
6 Cents.	"	12

Of the above spaces, half the amount 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 contained "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, (op 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. Howell & Co.'s Newspaper Advertising Bureau (10 Spruce St.), where advertising contracts may be made for it in New York.  
Mr. J. H. BATES, 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 3 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!

**THE NEWFOUNDLAND RAILROAD, AND ITS BEARING ON OURSELVES.**

From time to time we have told the readers of the STAR that the Newfoundland Government was about arousing itself to the demands of the age and building a railroad across the island, commencing at St. John's, and terminating at St. George's Bay on the Gulf coast. It is not very probable that our New Brunswick readers cared very much whether the Newfoundland people ever built their railroad or not, for all they knew about the island was that she is a coy Vestal standing in all her haughty independence at the mouth of the Gulf, and refusing with scorn every offer of a Union. They had read in their geographies that while we are broiled by a heartless sun through the summer months, she bathes her feet in the cool waters of the North Atlantic, but on the next page they were told that fogs hang over her like eternal drapery, and that in the spring time when flowers peep out in this genial land of ours that terrific icebergs "grate harsh thunder" by the cottage door of the fisherman, and overwhelming storms deal destruction round the land. Naturally, therefore, might they ask, What do we want to know about Newfoundland or its railroad?

We shall tell them; and our project is not visionary nor of the growth of one night like most of the projects now-a-days that set stump orators ridiculously mad. When we saw but the delicate dawn streaks of this project in Newfoundland we informed our readers promptly of our hopes, and lingered as much on details as the unformed character of the project at the time warranted. Now the scheme has assumed not only shape but life and force, and Newfoundland stands with her arms bared—determined to push it to its conclusion. Than that she will push it to its conclusion to us there seems nothing more likely, for she has a race of men who, while not so easily moved as their neighbors, when once in motion are not so easily stopped.

The road is not intended solely for local purposes, for that were madness, but it is to supply the unformed link in the great high road of travel between the old world and the new. It is here the subject not only touches us, but becomes to the people of Fredericton and of Miramichi one of the very deepest importance.

A few years from now two hundred and eighty miles of railroad will span the Island of Newfoundland. The road will commence at St. John's, where the Ocean Steamers sailing between Great Britain and Ireland and ports on this side with land freight and passengers for various parts of Canada and the Northern States. The other end of the line will be St. George's Bay, and at that point freight will be transhipped across the gulf, and

passengers will re-embark for the other side. A line of steamers, which will no doubt be supplied by some such gentleman as R. R. Call, will ply across the Gulf landing on this side at this is the question!

Where the freight and passengers brought across the Atlantic will be landed is to us the important theme. Let our readers consult the Geography, and see if they think, when we state that somewhere near or at the Miramichi will be the point, that we can be very far mistaken. Fancy what such a fact—and there is nothing to-day more probable, as there is no other scheme so practicable—would mean for us. Fancy steamers arriving nearly every day at St. John's, N. F., and landing freight and passengers which would be sent by rail across the Island, by boat across the Gulf, and a large portion of both up through a railroad which would then pass up the Miramichi Valley, down the Nashwaak to Gibson: thence across the St. John by a bridge and go on to the various points in the States via the Fredericton Branch and the St. John & Maine Railway. Note the route by the map from St. Georges Bay across to Newcastle and see if there is one so practicable. Some have proposed a point on Nova Scotia, but this idea seems to be ridiculous, for it would appear like courting the dangers of the Newfoundland coast and the storms of the Gulf to no purpose. Others have proposed Pasbebiac Bay, but those who have done so made the proposal from the map, not from a knowledge of the Coast. Others again whom you could not pay to keep out of print have labored through columns showing the advantages of Shippegan. People living in this Province need not be told that is the very worst, and most ridiculous proposal of the lot.

All the argument is in favor of a point at, or near the mouth of the Miramichi. It is not likely Ocean steamers could be induced to tempt the hurricanes on the Newfoundland Coast in winter, or that smaller steamers would care to brave the dangers of the Gulf. Nor do we think this is the opinion of the Newfoundland Government. But navigation over the Short Route would commence from the 1st to the middle of April, and continue till say the first of December. This would give seven-twelfths of the traffic of the year to the Newfoundland road, and over half that would pass over our Miramichi and Nashwaak Railway through Fredericton. The freight and passengers in the Ocean Steamers would be destined for all parts of Canada, and for many parts of Maine and Massachusetts. That portion for the American cities would pass straight through by the Miramichi and Nashwaak road, because the route would be almost as a bird flies. Those bound for the Upper Provinces, or for the North-west would take the Intercolonial north, those wanting to reach St. John and Nova Scotia would go by the Intercolonial south.

This is the merest outline of the scheme with its bearings upon ourselves, and when we laid it before our readers last winter, we were sneered at and the article styled a mere bait to enlist the northern members in the interests of the Parliament Buildings for Fredericton. Now this project, even in its local bearing, can no longer be called a delusion. We fancy we hear the click of the pickaxe and the hum of the crowds reclaiming our native Island from barbarism, and raising it to the proud rank to which it is entitled, and which it will very soon attain. The legitimate landing point of the Gulf steamers is Newcastle or thereabouts, and that point we have little doubt will be selected. We do not venture to dictate to our friends across the Gulf, because we have every faith in their intelligence, through proper representation to decide for themselves. Only let us say this to them: for their own sakes let them be careful about the advice they take. A school of engineers has already possessed their ear whose idea of railroading is such, that they would rather cut through a mountain than go around it, because it would make "a curve in the road." At the head of this school stands Sandford Fleming who is so well known by his works that his ideas have at last become uncurrent. He recommends making a point on Cape Breton as the proper terminus of the Gulf Steamers. Of a piece with him are those who write to the press some advocating Anticosti, and others Shippegan, and others Pasbebiac. Let the common sense, and the great abilities of men like Hon Ambrose Shea, like the Colonial Secretary, like Mr Speaker, and the North Star's editor decide this matter with their advisers. We can do no more than what we have said.

It were useless to say more on a part of the subject we cannot control, so we turn homewards. Here indeed something can be done. First we see Mr. Gibson, full of energy and fertile and happy in expedient. We see this road destin-

ed to be an object of great moment to him; therefore we count on the force of his energies towards the accomplishment of the local part of the scheme, Northumberland should be deeply interested, and above all the people of Newcastle should stand to the front. Her energetic men should husband their energies and lay their plans; her popular representative, the Surveyor General, who seems bent on tracing history scrolls over the Province, that will outlive himself, in union with his sterling colleague Mr. Davidson, and the other two members, should stand firmly for the common interests of their County. Before such a question, York should and could be as one man. There is a great incentive here for some of her rising politicians. Men grown old in the service and weary of their harness ought not to be expected to enter in with the spirit and the vim of 20 years ago, but the struggle is worth the ambition of those who yet have to earn their laurels. Mr. Blair no doubt, would like to make York to New Brunswick, what Paris was to France in the days of the Louis—and should Mr. E. L. Wetmore some day condescend to put himself at the head of the people—having grown rich and exceedingly corpulent on the proceeds of libel suits—he might find something far more worthy of his ability and his scholarly logic than trying to prove an old pair of brass spectacles were not brass. Mr. Zebbin Everetth, too, the only original and thoroughly fifth wheel to the York County Coach might in his own way do a very great deal towards promoting the interests of the county which so liberally patronizes his hardware. Another bright and particular (rising) star, Mr. Wilson, would find a field too, in this direction, for his genius. But who ever goes in or whoever stays out; whether Mr. Blair enters the soon-to-be reconstructed Government or not; or whether Mr. Wetmore will consent to deliberate at his country's councils, or Mr. Everetth to sit down upon the lap of some other member, it matters less—the one great, grand aim for York, is to endeavor to accomplish in every way and by every means, an object of such momentous importance to the county in which we live. While ever the STAR can maintain itself above the horizon it will be found doing its best for its own particular locality; and in this respect it shall frequently put its first foot foremost.

MR. WILLIAM ELDER, M. A., delivered the oration at the anniversary of the Alumni Society, Mount Allison. Mr. Elder's subject was, "Educational Culture, in its enfranchising influences." The oration is described as being marked for its intrinsic value and eloquence, and in his peroration the lecturer compared the disappearing of prejudices to the breaking up of great ice-bound rivers under the influences of the sun.

SOME of the St. John newspapers come in at the "heel of the hunt" to denounce the immorality of such degrading exhibitions as those of the Duclos Folly Company. Long ago the STAR called attention to this—and did not wait either till the company had performed to administer its rebuke. The press should join hands in stamping out immoral public performances.

THE last monthly return of every port in the Dominion, shows an increase of revenue over the corresponding month last year. In spite of the Opposition papers trade is reviving!

IT is not a little encouraging to know that before long we will likely have a Cotton and Silk Factory established in our quiet little city. The N. P. will not be blamed for this.

SIR LEONARD TILLEY will likely pay Fredericton a visit to-morrow, remaining perhaps over Sunday.

**SEELY & M' MILLAN**  
BARRISTERS, &c.  
Sand's Block, 77 Prince William, St., St. John.  
(OPPOSITE MESSRS. BARNES & CO.)  
Geo. B. Seely. T. H. McMillan.  
St. John, May 1, 1880. 3 mos.

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

**Boots & Shoes**  
CLAPBOARDS, SHINGLES, BRICK AND LIME,  
**HARDWARE & PAINTS,**  
**Groceries**  
CHOICE TEAS,  
CROCKERYWARE, STOVES  
DRY GOODS, HAT, CAPS, &c.  
Country Produce taken in exchange for goods.  
BEN. CLOSE,  
Under Rivière du Loup House  
Gibson, Sept. 28, 1879. 6 mos

**REMOVAL.**  
THE Subscriber has removed to Wil-mot'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**  
Ready-Made Clothing  
**HATS, CAPS**  
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.

**RICHARDS & SON'S RAILWAY TICKET AGENCY**  
Next Door above People's Bank, Fredericton.

**Through Tickets**  
Now issued to all points West, over any of the Great Lines of Railway; also to any point on the Intercolonial R. R. Represents:—  
Intercolonial, St. John and Maine Eastern, Maine Central, Boston and Albany, Fitchburg, Hoosac Tunnel, Canada Southern, Lake Shore and Michigan Central, Great Western, and numerous other first-class Roads. Tickets to over five thousand different points West.  
Always on the counter for free distribution, Railway Maps, Time Tables, &c.  
Oct. 25, 1879. **JOHN RICHARDS.**

**TO LET.**  
THE SHOP formerly occupied by Mr. Thomas Morris, in the building known as the "Albion Hotel." For further particulars enquire of  
T. M. SPAHN,  
Queen Street, Fredericton.  
Jan 15—Sins.

**NEW SPRING HATS!**

New York Styles

**JUST OPENED.**  
**Thos. Lucy,**  
SHARKEY'S BLOCK,  
Next above the Barker House,  
Queen St. Fredericton.  
F'ton, April 15, 1879.



**SPRING!**  
1880  
JUST RECEIVED:  
22 BALES AND CASES  
**NEW WALL PAPERS!**  
IN  
TINTS, GILTS, MARELES, OAKS, AND COMMON.  
A FEW PATTERNS  
**HANDSOME GILT DADOS.**  
**JOHN McDONALD.**  
F'ton, April 1, 1880—3 mos.

**New Carpets.**  
IN ALL THE LATEST COLORINGS AND DESIGNS.  
TAPESTRY CARPETS, from 55 cents to \$1.00 per yard.  
BRUSSELS CARPETS from 90 cents to \$1.50 per yard.  
**JOHN McDONALD.**  
April 6, 1880.

**REMOVAL.**  
THE Subscriber has removed to Wil-mot'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**  
Ready-Made Clothing  
**HATS, CAPS**  
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.

**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, specifications, &c., 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, May 19th, 1880. 2aw1 June 22

**LACHINE 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:—  
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Tuesday, the 22nd day of June next  
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**HOWARD AND CRANGLE'S NEW BILLIARD HALL.**

THE Subscribers have just opened a First Class Billiard Hall! on QUEEN STREET, NEARLY OPP. NEW POST OFFICE.  
Which, by strict attention to their customers, they intend making second to none in the Province. They also intend having a  
**Lunch Bar,**  
in connection.  
G. E. HOWARD. JAS. CRANGLE.  
F'ton, May 15, 1880—1f.

**CITY TAXES**

THE ASSESSMENT ROLL for the year 1880 is now in the hands of the City Treasurer. All persons therein assessed are HEREBY NOTIFIED that they will be entitled to a discount of 5 PER CENT, on the amounts of their respective Taxes, if the same be paid to the City Treasurer, at his Office in the City Hall, Fredericton, on or before the 15th day of June next, after which date EXECUTIONS WILL BE ISSUED, and 50 cents costs incurred on all Taxes remaining unpaid.

**JOHN EDWARDS,**  
City Treasurer.  
F'ton, May 18—4 ins. wkly.  
**GLASS. GLASS.**  
NOW LANDING AND IN STOCK:  
250 BOXES Window Glass;  
1 ton Putty;  
COW BELLS.  
1 bbl. Cow Bells;  
2 doz. Sheep Bells.  
JAMES S. NEILL.  
ma 29

**Milk Pans, &c.**  
Daily expected to arrive from Hamilton Stamping Works:  
50 DOZ. Milk Pans, assorted, 2 to 14 quarts; 1 doz. Dish Pans;  
4 doz. Wash Basins;  
6 doz. Tin Oilers;  
3 Toilet Sets;  
3 doz. Fine Steppers;  
For sale Wholesale and Retail, by  
May 5, 1880. **JAS. S. NEILL**

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Ottawa, 13th May, 1880.  
Fredericton, May 19th, 1880. 2aw1 June 22

**NEW STORE!**  
THE Subscriber has opened a New Store next above Jas. S. Neill's,  
**OPP. COUNTY COURT HOUSE, QUEEN STREET.**  
With a well assorted stock of GROCERIES and PROVISIONS which he will sell as low as any in the trade.  
All goods delivered free in the city.  
Country Produce taken in exchange for goods.  
W. R. LOGAN.  
F'ton, May 11th, 1880—3mos

**Steamer "Florenceville."**  
UNTIL further notice the Steamer "Florenceville" will leave Fredericton for Woodstock on TUESDAY, THURSDAY, and SATURDAY mornings, at 6 o'clock, returning will leave Woodstock for Fredericton on MONDAY, WEDNESDAY, and FRIDAY mornings at 8 o'clock.  
JAS. A. GRIEVES, Agent,  
Office: Gill's Building, Phoenix Square, Fredericton.  
F'ton, April 27, 1880.

**STEAMER "FLORENCEVILLE."**  
UNTIL further notice the Steamer "Florenceville" will leave Fredericton for Woodstock on TUESDAY, THURSDAY, and SATURDAY mornings, at 6 o'clock, returning will leave Woodstock for Fredericton on MONDAY, WEDNESDAY, and FRIDAY mornings at 8 o'clock.  
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JAS. A. GRIEVES, Agent,  
Office: Gill's Building, Phoenix Square, Fredericton.  
F'ton, April 27, 1880.

**Gentlemen, Keep Cool! BRACE UP,**

—AND COME TO THE—  
**"ALBION HOUSE."**  
And get a suit of UNDERWEAR in "India Gauzes," "Baltriggan," or "Summer Merino," and there take a lingering look at the New White Dress and Fancy Shirts. Socks, easy on the feet. SCARFS, TIES, SUSPENDERS, COLLARS and CUFFS, HANDKERCHIEFS, TWEEDS, COATINGS, &c.  
The above Stock will be found reasonable, stylish, and at ROCK BOTTOM PRICES.  
**F. B. EDGECOMBE.**  
Fredericton, June 3, 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.**  
P. S.—Shop Furniture including Plate Glass Mirrors, Reflecting Mirrors and a very large Fire Proof Safe will be sold at a Bargain.  
P. McP.  
Fredericton, February 17, 1879.

**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:  
**The "Boss" Place**  
—TO BUY—  
CHRISTMAS GOODS  
—IS AT—  
**McMurray & Fenety's**  
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. McM. & F.