

RATES OF ADVERTISING

SPACE.	LENGTH OF TIME.	RATES.
1 Column.	One Year.	\$100
1/2 do.	"	50
1/4 do.	"	25
1/8 do.	"	12

Of the above spaces, but 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 to 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. Howell & Co.'s Newspaper Advertising Bureau (10 Spruce St.), here 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 JULY 15, 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!

EXIT SANDFORD FLEMING.

The Toronto *Globe* is much sought after just now, because Sandford Fleming has been pouring his tale of woes through its columns. If he did not sorely feel the giving up of his position, especially when the giving up was not of his own asking he should indeed be less or more than man. Yet he ought not to complain so hard, or rather his quasi friends should not take on so bitterly. Every man in this world of ours has only a certain time to play his part. To none is there given an eternal lease. Ideas and devices that may startle the world to-day, to-morrow may pale into insignificance before the inventions or discoveries of another brain, in one short night. In Fleming's "day" he may have been an engineer without peer in Canada, but at that time, as the most ignorant of us know, the railroad it would take \$50,000 a mile to build, can be done now for \$15,000.

Within the last few years, rapid strides have been made in all the modern sciences. Twenty years ago in electricity wonders had been discovered, but since that time revelations have been made that Mrs. Shipton never dreamt of in her wildest moments. Since Robert Fulton went down the Hudson in his first steamboat, things almost magical have been done by steam. No doubt Fulton in his day was a giant, but if he appeared upon the scenes to-day with his clumsy old engine, he would be a laughing stock for everybody. In engineering, and especially in railroad building, the same changes, the same strides onward in more easy ways and better modes, are just as manifest.

That man is of little account who does not reverse the early lessons he learns, but this very virtue quite too often becomes a vice. For as *tempora mutantur nos mutamur in illis*, and what was in the height of professional fashion when we were boys, might be an object of ridicule now. Sandford Fleming is fondly wedded to the good old school of engineering which in its day could not be surpassed, but since that time the great world of science has forged ahead, and away behind, obscure and forgotten, are the great methods of twenty years ago. He can perhaps be excused for having looked with jealous eye upon improved methods by his juniors, and we can also find some little palliation for his dogged adherence to methods in which a man of his great brains must have lost faith. The time for boring through mountains in Canada, rather than to crooked the line by running around it, has passed away—chiefly with the retirement of Sandford Fleming from the Chief Engineer of the Canadian Pacific Railroad. Mr Fleming was offered a salary of \$6000 a year as Consulting Engineer, and Chief Engineer of the I. C. R., but he refused and goes home to England. The following is a portion of a letter to his sub-engineers—

"As the head of the Engineering Staff, to whom the Government has

looked for opinions and reports on all details of the officer held responsible for the direction of every operation, and the organization of every detail from the first exploration to the present time, it is with peculiar regret that I break my connection with the Pacific Railway at this particular stage. I cannot conceal from the members of the staff that I would have preferred to have remained with them to help forward the more complete fruition of our labors. But circumstances have exacted that it shall be otherwise, and the time has come when my professional connection with the great undertaking into which I have thrown my best energies, must close.

"On the other hand, I conceive that I may with legitimate satisfaction look back on the progress which has been made. The vast territory in which our investigations have been made is now no longer a *terra incognita*. Our labors have successfully pierced the formidable barriers imposed by nature, and every problem of practicability has been solved. Construction is being proceeded with at different points, within a range of nearly 2,000 miles, and in a little more than another year the completion of at least 600 miles of the railway is assured. In that short period a line of communication will be open within Canadian territory for the influx of settlers to our great fertile wilderness, destined to be the home of millions.

Mr Fleming publishes a copy of correspondence with the Government, among others the offer by the Council of the dual position of consulting engineer and chief engineer of the I. C. R. In the letter which he refuses the offer, Mr Fleming says among other things:

"At this stage in the progress of the undertaking I may recount what has been accomplished. The question of practicability with the difficult problem of route has been successfully solved. The most exacting labor imposed on the Chief Engineer has been performed. Generally speaking, the whole design of the railway and its multitudinous works have been considered; difficulties overcome; details arranged; plans prepared; specifications made; contracts framed; modes of procedure established; operations for carrying out the work systematized; and instructions to the various executive officers issued and put in force. So much having been designed and organized, the duty remaining consists chiefly in supervision and carrying out what has been arranged and determined. I can relinquish the position I have so long held with a feeling of confidence for the future, and although difficulties which no foresight can guard against may arise, I am justified in saying that every contingency that may be anticipated has been considered and as far as practicable provided for.

And further down, there is an evidence of great generosity:
"Having from its inception been so actively engaged in connexion with the undertaking, and in forming and maturing the organization for carrying it to completion, I shall never cease to take a deep interest in the great work, and I will always be willing and ready to give my advice and render all the service in my power toward the establishment of the railway system to the Pacific.

And
"It will especially be painful for me to separate myself from the Pacific Railway in its present condition, but the term of the Order in Council leaves me no alternative.

Sir Chas. Tupper who it is believed wishes Mr. Fleming well, writes in reply to the letter from which we have made extracts:

"OFFICE OF THE MINISTER OF RAILWAYS AND CANALS, CANADA,
"OTTAWA, June 10, 1880.
"MY DEAR SIR: I have to acknowledge the receipt of your letter of the 7th instant, declining for reasons therein stated, to accept the office of Consulting Engineer of the Canadian Pacific Railway and Chief Engineer of the Intercolonial Railway, which will be duly communicated to my colleagues. Entertaining, as I do, the highest estimate of your ability and integrity, I cannot but express my great regret that you have not felt it consistent with your duty to accept the position to which you had been appointed.
"Wishing you every success and happiness in the future,
"I remain yours faithfully,
"CHAS. TUPPER.
"Sandford Fleming, Esq., C. E., C. M. E.
There is no doubt but Mr. Fleming will find himself much solaced by Sir Charles' good wishes.

THE MINISTERS AT BATH.

FATHER McWILLIAMS who is just such a priest as the editor of the *Freeman* would approve of, if he were only on his own side, had a picnic at Bath a few days ago. The priest is known through the country far and near, and is highly respected and much admired by people of every denomination. He is fond of giving large parties, or picnics, and as they are of purely a secular or social nature, he approves of speeches upon public matters and highly approves of speeches in favor of that policy in which he believes. The good priest is a conservative and firmly believes that the triumph of the present policy will be for the welfare of his people. So to his picnic a few days ago, he invited Sir John Macdonald and Sir Leonard Tilley, notifying them they would be expected to address the thousands present, on public questions. They gladly went and during a lull in the afternoon, Sir Leonard took the platform and among other things said:

It was predicted that the tariff, if a success would tend to a reduction in the revenue, but he (Sir Leonard) had stated in Parliament that for the fiscal year just closing, the revenue under the National Policy would be \$14,500,000 instead of \$12,000,000 as formerly, and that \$500,000 additional amount, would be collected in the last fiscal year and \$14,000,000 in cash during this year. Well, at the last session of Parliament he was able to say that instead of \$500,000 additional being paid in during the last fiscal year, \$700,000

were paid in—(applause)—and to-day, just at the end of the present fiscal year, which closes on 30th June, he was prepared to say he had evidence which showed that instead of the collections for the past year being \$14,000,000 in cash, they would be \$14,500,000. The collections would, therefore, be altogether \$14,800,000 instead of \$14,500,000 as he had estimated. The Government with this increased income would have ample revenue with which to meet the expenditure and the liabilities of the country. He believed that while the Government was raising a larger revenue, which was absolutely necessary in order to pay off the deficits which the preceding Government had incurred, and to pay the current expenses, the people were on the whole happier, more prosperous, and more fully employed than under the old regime; indeed, so thoroughly was business improving, and so much greater would be the improvement when the Pacific Railway was built two hundred miles into the North-West that he believed even his opponents would not, when the opportunity arrived, seek to regain power by promising to undo the good which the present policy had wrought.

Sir Leonard was received with ringing cheers, and it was quite evident that his N. P. was the pet about Bath.

Sir John Macdonald who always delights his hearers on such occasions, whether explaining politics to them or cracking jokes, among other things said:

On the 17th September, 1878, he was defeated in Kingston. Sir Richard Cartwright, certain of his own election in Lennox, went down from Napanee to Kingston on that day and voted against him (Sir John), and made all his tenants, and every man he could put the screws on, cast his ballot the same way. He (Sir John) was defeated, and Sir Richard returned from Kingston to Napanee by train, saying: "I have put the last nail in John A.'s coffin;" but when he got to Napanee he found he was a dead man himself. (Laughter.) He (Sir John) was present to show the people of Lennox that if Sir Richard Cartwright drove the last nail in his coffin, by some joyful resurrection he (Sir John) kicked off the lid and here he was. (Laughter.) In conclusion he remarked that although an old man, he was not anxious to die before his turn, and that whatever might be the result he did not intend to allow Sir Richard to drive nails into his coffin again.

A BIT OF ADVICE.

It would not hurt the St John *News* any if it were to try by way of novelty how a little decency would adorn its columns. We say this because we do not think the editor of the *News* would try to persuade himself that ridicule of gentlemen, who are known all over the Province where they are respected for their integrity and intelligence, in the columns of his paper, will give that consistent journal of his any better standing with respectable people than it enjoys at present. It might be as well for the *News* editor perhaps, to be a little more watchful over the rubbish-mongers contributing to its columns. If the *News* doesn't understand, we shall make it a point of etiquette to be plainer one of these days.

We do not know how many Inspectors the Government have appointed at considerable salary to oversee the construction of the New Parliament buildings—but there must be quite a number.

We are glad to notice the emissaries from the Council which met the freemen Thursday evening, have concluded that prudence is the better part of valor. The terms submitted by the freemen, through their Captains, have been accepted by the fire committee; and it is only to be hoped now for the sake of the city's safety, that at next Council Meeting the dignity of our Ward politicians will not again interpose its gigantic self.

Boots & Shoes

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

NEW DOMINION HOTEL,

J. H. McCox, Proprietor.
Meals 15 cents. No charge will be made to parties who go away dissatisfied.
St. Mary's, Oct. 4, 1879. 3 mos

CITY TAXES.

THE time having expired wherein persons Assessed in the City of Fredericton were entitled to a discount of 5 per cent. on the amount of their Assessments, on payment of the same to the City Treasurer, and persons whose Taxes remain unpaid are hereby notified that the Assessment Roll remains in the hands of the City Treasurer, as Collector and Receiver of Taxes, for collection, and after 15th JULY NEXT they will be Delinquent, unless payment be made of their respective taxes by that date, the payment thereof will be then enforced without delay.
JOHN EDWARDS,
City Treasurer
Fton, June 22, 4 ms City Ward

\$66 a week in your own town. Terms and \$5 outfit free. Address H. HALLETT & Co., Portland Maine

JUST RISING FROM THE ASHES!

OWEN SHARKEY
Now occupies his New Building, (at the old stand), where he will be glad to meet all his old friends and customers, and all others who will be kind enough to favor him with their patronage.
The Stock countries
STAPLE AND FANCY

DRY GOODS,
CLOTHS, TWEEDS and WORSTED COATINGS,
Ready-Made Clothing for Men and Boys.
Also HATS, CAPS, TRUNKS, VALISES
ROOM PAPER, &c

All imported previous to the advance in the Tariff and will be sold at prices that must guarantee satisfaction.
OWEN SHARKEY.

First Class CUTTER

LATELY ARRIVED
FROM BOSTON.
(A Though Artisan.)
AT ESTABLISHMENT OF
T. G. O'CONNOR.
Fredericton, June 24. 1880

PEOPLES HOTEL

EARLY ST. The New Post Office,
QUEEN ST., - FREDERICTON.

THE subscriber having fitted and furnished the House formerly occupied by Mr. JOHN MOORE, now prepared to accommodate the public with a first-class country Boarding House. The House has been newly painted and papered throughout. The Furniture is new.
MEALS may be had at any time by giving a few minutes notice.
There is good STABLE and a large yard connected with the House.
Parties having parcels may feel safe in leaving them.
Come and see us, we know you will come back.
PRICES as low as the lowest.
J. A. LYNCH, Proprietor.
Fton May 1, 1880—3mos-Far.

NEW BOOK.

"The Queen,"
By Mrs. Oliphant, with 44 Engravings. Price 25 cents.
A full stock of the Franklin Square Library always on hand.
All the Latest Novels!
Cheap Railway Reading!
Cheap Steamboat Reading!
Cheap Country Reading
AT CROPLEY'S

THOMPSON'S MILLS

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

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.

Potatoes WANTED.

1000 OR MORE
BARRELS
OF GOOD
Rose,
Susies and
Polifics,
CASH AND HIGHEST MARKET PRICES ALWAYS PAID.

ROBERT S. BAILLEY,

Railway Crossing,
St. Mary's
Jan 9 1880.—6mos.

PEVEE STEEL, & C.

JUST RECEIVED.
15 cwt. Peevie and Pick Steel;
2 bundles Firth & Son's Axe Steel;
20 " Plough Plating.
JAMES S. NEILL
Feb. 8

WEST END Beer Saloon.

JOS. ANDERSON, Proprietor.

THE Subscriber begs to inform the public generally that he has opened out a FIRST CLASS BEER SALOON in the building owned by Mr. GEORGE LEE, nearly opposite the Fredericton Livery Stable, where he will always have on hand a first assortment of

BEERS AND CIGARS
He hopes by attention and promptness to receive a share of the public patronage.
JOS. ANDERSON.
May 25 Westmorland Street



SPRING!

1880
JUST RECEIVED:
22 BALES AND CASES
NEW

WALL PAPERS!

TINTS, GILTS, MARBLES, OAKS, AND COMMON.
A FEW PATTERNS
HANDSOME GILT DADOS.

JOHN McDONALD,
Fton, April 1, 1880—3 mos.

REMOVAL.

THE Subscriber has removed to William'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.

Fire Insurance.

"QUEEN" Ins. Co'y, of Liverpool and London.
"Imperial" Fire Ins. Co'y, of London.
"Northern" Assurance Co'y of London.
"Atlas" Ins. Co'y of Hartford.
"Hartford" Fire Ins. Co'y of Hartford.
"British American" Assurance Co'y of Toronto.
Insurances effected in any of the above First Class offices at fair rates. Losses promptly settled. Orders respectfully solicited.
JOHN BLACK, Agent.
Fton, June 18, 1880.

F. & O. McGoldrick

DEALERS IN
READY-MADE CLOTHING,
HATS, CAPS,
ROOM PAPER,
BOOTS AND SHOES,
TRUNKS AND VALISES.
WHOLESALE AND RETAIL.
Queen Street, Fredericton.
Cash and the highest prices paid or shipping furs
may 31

JAMES D. HANLON

Cabinet Making and Undertaking.
Furniture of all kinds made and repaired with neatness and despatch.
I have in Stock a lot of Hand Made Wood Seat Chairs, very low for Cash.
UNDERTAKING ORDERS
From town or country promptly attended to at all hours.
King Street, Fredericton N. B., between Carlton and Regent Streets.
nov 4, 1879.—3mos.

NEW BOOKS.

Memorials of Francis Ridley Havergal. By her sister, M. V. G. H.
Young Lord Pentrich. By J. B. Harwood.
Clara Vaughan. By R. D. Blackmore.
The Heart of Holland. By Henry Havard.
Reata. By E. D. Gerard.
Mary Anerley. By R. D. Blackmore.
The Pennant Family. By Anne Beale.
Poet and Peer. By Hamilton Alde.
The Duke's Children. By Anthony Trollope.
For sale by
H. A. CROPLEY,
Cropley's Corner.
Fton, June 26.
\$5 to \$20 per day; at home. Samples worth Portland, Maine.

Gentlemen, Keep Cool!

BRACE UP,
—AND COME TO THE—

"ALBION HOUSE."

And get a suit of UNDERWEAR in "India Gauze," "Balbriggan," or "Summer Merino," and then 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 seasonable, 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 me 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:
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.

