

**RATES OF ADVERTISING**

SPACE.	LENGTH OF TIME.	RATE.
1 Column.	One Year.	\$100
1/2 do.	1/2 do.	50
1/4 do.	1/4 do.	25
1/8 do.	1/8 do.	12
1/16 do.	1/16 do.	6

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. Lowell & 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 29 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 FUTURE OF ST. JOHN.**

The opposition newspapers published in St. John have been directing the attention of the provincial public to the lamentable decline in the trade of the Commercial Capital of New Brunswick for a number of weary months, and charging the decrease in the volume of the city's trade to the policy adopted by the Government of the Dominion. To really thinking people their utterances are as meaningless as the hoarse croaking of the ill-omened raven who from the withered branch of a decaying tree startles the slipshod peasant as he trudges homeward after his cattle to their nightly fold.

We say that these utterances convey but little meaning to thinking people, since the latter class well know that a small reduction no more than a small increase of the duties on certain articles depresses the vigorous business of a well-to-do City or State. In proof of this we may instance the United States with its Home Policy. When the wretched such taxation as the nation had never known before began. Though many since have decried that policy like the many who decried a similar policy in Canada the nation approved of it, and has continued it since. But with that policy, America to-day is the most flourishing country in the world, and never was in as hopeful a condition as now. It is the general plan to assign causes for every effect, and with none is it more common than the newspaper editor. In St. John every calamity not understood is traced up to the N. P. Every man who leaves the country was driven out by the N. P. Every business failure is in consequence of that hateful policy; but we must admire the generous and fair treatment of the *Telegraph* in this regard in dealing with the potato bug. In fact no grit newspaper that we have seen, seems to connect the beetle in the remotest degree with the National Policy. We have some ideas derived from observation and past history, and dwell upon in the clear and beatific air of Fredericton, on the causes which have helped to bring St. John to what she is to-day. We may if it be not too presumptuous cite two or three of these causes.

As the first we may mention the substitution of iron for wood in the construction of vessels, thereby reducing the demand for and value of wooden vessels.

Not many years since hundreds of thousands of tons of superior white pine timber was borne past our city downwards to the harbour of St. John, there to be loaded for the British and other foreign markets. The supplies for the procuring and manufacturing of this timber were taken from St. John to the head of the river, to the profit of the St. John supplier. Add to this when the said timber reached St. John, it had to be taken into the ponds, where it was re-hewed and surveyed, then towed through the falls. In all this there was money for St. John, but that

source of profit has gone like Noah's ark, never to return. At one time large quantities of spruce logs were to be had by a short haul into the streams of York and Carleton. The cost of hauling was small, and then there was no stumpage. The parties employed were supplied by the St. John storekeepers, but that day too is past. What few spruce logs remain in York and Carleton on the St. John River are in the hands of the New Brunswick Railway Company; while the same is true of the birch timber which used to be taken down the St. John long ago in such large quantities.

Yes! St. John has lost all this business—the logs which descend the river are now cut either on the Aroostook, in Maine, or on the Upper St. John. Very little of the supplies to carry on the operations are procured in St. John, but are got instead in Maine or in Quebec. Then we may mention that nearly all of the best timber lands on the St. John River are in the hands of Bangor capitalists, and they will not allow the wood to be cut from them without a very handsome stumpage; so that all that St. John can expect to derive from the manufacture of the timber from these limits is the actual money spent in sawing in St. John, and even this business will naturally pass into the hands of the American citizens residing in that city. Indeed all the late purchases of Mills there have been made by citizens of the United States.

Last but not least comes the fire, which annihilated the energy and savings of generations. But without the fire at all St. John never could be what she has been; so long as the veins and arteries of her life and energy as we have above pointed out, have been so largely cut off. Every place has its day, as the old proverb says, and now York and Charlotte will divide between them what once was the heritage of Saint John. Passamaquoddy Bay and the harbours of Charlotte when the contemplated railroad change is effected will be the winter harbours of the Dominion, while the City of Fredericton will be the port by which hundreds of summer visitors and large quantities of summer freight will be conveyed in fast steamers to their places of destination. St. John has lost the trade of the up-river counties almost altogether; the completion will of the New Brunswick Railway to the St. Lawrence will take away the little remaining; and thus the city which so long wore the palm will have to devote itself to some other industry than that of the lumber business, nearly all the profits of which, as we have already said, have passed away from it forever.

A new business must be created; a new future sought by that city before she can ever expect to attain the position which she once occupied. What these should be and where they are to be sought for would be a much more useful subject to occupy the attention of the city daily and weekly journals than long diatribes on Dominion politics, which afford neither information nor instruction to the public and which one moment glanced at are the next thrust into the waste basket, there to remain until applied to their only useful end, that of lighting the morning's fire.

Our readers will be able to infer from the above that a great change has taken place across the river. General Warner, and Mr. Robinson, Thos. R. Jones and others will be happy. The N. B. R. R. is not to be much longer a *cul de sac*, but having the same gauge as the Intercolonial, will soon touch the banks of the St. Lawrence. New blood by which we mean new individuals and more money has been infused into the old company, and vigorous lumbering and settlement schemes may be looked forward to. We may say Mr. Alex. Gibson without whom a road never would have been built along the St. John, will retain the management of affairs, as well as a very large interest in the business. A great deal more might be said, but we leave it till other issues.

**MODERN THEATRICALS.**

Theatricals, like a good many other things, are running to seed. In olden times, say when Beaumont and Fletcher, and Ben Jonson, and Shakespeare wrote, theatricals had a meaning. Some popular feeling was dressed out in a garb of becoming ridicule, some vice was painted in all its hideousness and personified by the actor. Or virtue always a bright jewel was woven into form and imbreathed with life by the poet—and the actor showed it to the people. When Shakespeare wrote the Merchant of Venice, Friendship and Avarice he painted in undying colors; or when he gives us *Hamlet* he personates Hesitation—this never striking the iron when 'tis hot. But now-a-days one must be either a philosopher or a fool to see head or tail to the trash they put upon the boards. Last night, for example, we were treated to *East Lynne* in the City Hall, a play that has infatuated American low tastes and delighted the groundlings even in London. Look at what an abor-

tion of a play it is: A young gentleman comes in and marries a lady Isabella. Both love each other deeply and truly, but the husband suddenly finds himself in a charitable work. He is screening an injured man from the wrath of mistaken justice. To do this he meets a young lady alone, and always under such circumstances as could not but make any woman madly jealous. The seducer, Sir Charles Levison seizes his opportunity. He says, Lady Isabella your husband is false, I will prove it. She says, Begone! would you breathe aught against him. Black hearted villain! Again she has what seems good proofs of her husband's faithfulness—she comes upon him as he walks away with a woman whom now she hates. She asks him for an explanation, but like Caesar in the play there were things which even his wife should not know. She then doubts him, but loves him passionately. Again the temptor comes and says, I will prove his perfidy. Give me the proof she cries, and I shall fly his house. The proof is a silent grove and a meeting between her husband and the other woman—the sister of the hunted man—alone. She is maddened and she elopes. But her heart stays with her husband and her children. When she comes back her husband has married another, her children doesn't know her, and she dies broken hearted. The play is an abortion, and the dunderhead who wrote it should be horsewhipped. The stage trash of the present, is simply disgusting.

**ANOTHER SHOCKING ACCIDENT.**

The following telegram came last night from College Point, Long Island:  
The steamer "Sawannah," running between New York and Roslyn, and touching at various intermediate points, generally carrying a large number of passengers, which left New York at 6 o'clock, was burned to the waters edge, off College Point, at 6 o'clock this afternoon. The O. S. S. Co. saved a majority of the passengers, although about 40 were lost.

Later accounts say there were about 500 persons on board, and that of this number no fewer than 50 could have perished. Those drowned, jumped overboard in the panic and sank before aid could reach them. The papers tell of Pilot Charles Smith remaining at his post till burnt to death: equal in valor to Jim Bludso whose "ghost" went up alone in the smoke of the *Prairie Belle*. Among the passengers on board the unlucky boat, was Chas. Dana, the world-known writer of the *New York Sun*.

**DOMINION DAY**

Will be on Thursday next. We might write whole pages under such a caption, because it affords material for volumes; but we content ourselves with saying just now that on that day—there will be no *STAR* published. In coming to this loyal conclusion we may say we think, as a citizen of this great Dominion, that such a small tribute of respect for our institutions is not much more than we ought to give; and in this regard our loyalty is quickened and our devotion deepened by the stand our compatriots have taken on the question. They told us frankly, and in a way we could not help admiring, that they wanted a holiday just as badly as we wanted to get the paper out. There will be no paper—till Saturday next.

**ALLEN & CHANDLER**

Barristers, &c.  
OFFICE:  
PALMER'S CHAMBERS,  
Princess St.  
SAINT JOHN, N. B.  
T. C. ALLEN. W. B. CHANDLER  
July 24.

**HAYING TOOLS, &c.**

Just received and for sale at Hard Pan Prices;  
55 DOZ. SCYTHES, (assorted,) Clipper, Biase Snake, English, Tip Top, Dominion Champion, Climax and the None Such; 20 doz. Snaths; 20 " Hay Forks; 75 " Hay Rakes; 15 " Hay Fork Handles; 30 Boxes Scythe Stones; 4 Tons Grind Stones.  
June 17. JAS. S. NEILL.

**"WESTERN" FIRE INSURANCE CO.**

We beg to intimate that we have been appointed agents for the above first class company and are now prepared to extend their lines in any single risk to \$60,000.  
JOHN RICHARDS & SON.  
F'ton, March 4, 1880.—if  
GLASS. GLASS.  
NOW LANDING AND IN STOCK:  
250 BOXES Window Glass; 1 ton Putty;  
COW BELLS.  
1 hbl. Cow Bells;  
2 doz. Sheep Bells.  
JAMES S. NEILL.

**To Contractors.**

SEALED TENDERS, addressed to the undersigned, and endorsed, "Tender for Fittings," will be received at this office until THURSDAY, 8th July next, at noon, for the Fittings required in the New Post Office, Fredericton, N. B.  
Plans and Specifications can be seen and all necessary information obtained at this office, and at the Post Office Fredericton, on and after Tuesday the 22nd inst.  
Each tender to be accompanied by an accepted Bank cheque equal to five per cent, of the amount of the tender. The Department will not be bound to accept the lowest or any tender.  
S. CHAPLEAU,  
Secretary.  
Department of Public Works,  
Ottawa, 18th June, 1880.

**To Contractors.**

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Officers' Quarters, &c.," will be received at this office until FRIDAY, 27th inst., at noon, for Officers' Quarters Workshops, Hospital, Bakery, Laundry, Ice House and Root Houses, of the Penitentiary, Dorchester, N. B.  
Plans and Specifications can be seen, and all necessary information obtained at this office, and at the Penitentiary, Dorchester, on and after Friday, 11th inst.  
Satisfactory security will be required by deposit of money or bank stocks to an amount of five per cent. on the bulk sum of the contract.  
The signatures of two solvent parties will be required to be attached to each tender.  
The lowest or any tender need not necessarily be accepted.  
S. CHAPLEAU,  
Dept. of Public Works, Secretary,  
Ottawa, 8th June, 1880. June 17 St.

**CANADIAN PACIFIC RAILWAY**

Tenders for Rolling Stock.  
TENDERS are invited for furnishing the Rolling Stock required to be delivered on the Canadian Pacific Railway, within the next four years, comprising the delivery in each year of about the following, viz:—  
20 Locomotive Engines  
16 First-class Cars (a proportion being sleepers).  
20 Second-class Cars, do.  
3 Export and Baggage Cars.  
3 Postal and Smoking Cars.  
240 Box Freight Cars.  
100 Flat Cars.  
2 Wing Ploughs.  
2 Snow Ploughs.  
2 Plangars.  
40 Hand Cars.  
THE WHOLE TO BE MANUFACTURED IN THE DOMINION OF CANADA and delivered on the Canadian Pacific Railway, at Fort William, or in the Province of Manitoba.  
Drawings, specifications and other information may be had on application at the office of the Engineers-in-Chief, at Ottawa, on and after the 15th day of MARCH next.  
Tenders will be received by the undersigned up to noon of THURSDAY, the 1st day of JULY next.  
By order,  
F. BRAUN,  
Secretary.  
Dept. of Railways & Canals, 7 Feb 21-10  
Ottawa, 7th February, 1880. w j June 2a

**MAIL CONTRACT.**

TENDERS, addressed to the Postmaster-General, will be received at Ottawa, until noon, on FRIDAY, 30th July, for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, 18 times per week each way, between  
Fredericton Post Office, AND  
Fredericton Railway Station, from the 1st October next.  
Conveyance to be made in a suitable vehicle drawn by one or more horses, subject to the approval of the Postmaster-General.  
The Mails to leave Fredericton Post Office three times per day (Sundays excepted), at such hours as the Postmaster may from time to time direct, making connection with trains from and for St. John. Returning to the Post Office immediately after arrival of each train.  
Printed notices containing further information as to conditions of proposed Contract may be seen, and blank forms of Tender may be obtained at the Post Office of Fredericton.  
JOHN McMILLAN,  
P. O. Inspector.  
Post Office Inspector's Office, }  
St. John, 18th June, 1880. } 3 ins

**PERMANENT BOARDERS WANTED**

The subscriber has just fitted up a spacious and commodious apartment in the flat above Mr John Owens' store, opposite the New Post Office, where he will be glad to accommodate a half dozen Permanent Boarders. Rooms spacious. Furniture and Bedding new. The most strict attention will be given to Boarders.  
JOHN J. WARD.  
F'ton May 1, 1880.—1m

**WINSLOW WILLEY. Druggist & Apothecary**

ST. MARY'S FERRY.  
OPPOSITE FREDERICTON, N. B.  
Prescriptions carefully compounded from Pure Drugs at all hours.  
Oct. 14th—6 mos.

**WEST END Beer Saloon.**

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 fine 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!  
IN  
TINTS, GILTS, MARBLES,  
OAKS, AND COMMON.  
A FEW PATTERNS  
HANDSOME GILT DADO.

JOHN McDONALD.  
F'ton, April 1, 1880—3 mos.

**REMOVAL.**

THE Subscriber has removed to Wilmot'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.

**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.  
G. E. HOWARD. JAS. CRANGLE.  
F'ton, May 15, 1880.—1f.

**Fire Insurance.**

"QUEEN" Ins. Co'y. of Liverpool and London.  
"Imperial" Fire Ins. Co'y. of London.  
"Northern" Assurance Co'y of London.  
"Edina" 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.  
F'ton, June 18, 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.  
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 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 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 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, and Toys of ALL KINDS, In Wood, Tin and Rubber. All so some nice  
**The "Boss" Place**  
—TO BUY—  
CHRISTMAS GOODS  
—IS AT—  
McMurray & Fenety's

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.  
MCM & F.  
Fredericton, December 9, 1879.