

"Our Brothers."

Who make themselves such general pests
To those at home and all our guests,
The truth indeed must be confessed,
Our Brothers!

They never pick us any chips,
Unless we give them sundry tips
To spend in candy, gum and whips,
Our Brothers!

They love to persecute the cat,
But never see the front-door mat,
Oh, no, they can't remember that,
Our Brothers.

They leave their towels lying round,
Their hats and coats upon the ground,
Their mits are never to be found,
Our Brothers.

They tease us girls and call us swells,
And say we're nothing but dumb-bells;
They grin and give such Indian yells,
Our Brothers.

They make remarks about our clothes,
And laugh and mimic all our "beaus,"
Or tell Papa if they propose,
Our Brothers.

They really have as much to say
As our Prime Minister JOHN A.,
They'll surely rule the world some day,
Our Brothers.

Marine Intelligence.

During the last week the wind has been light and variable.

The first propeller *Hanlan* has sailed for the South to pick up a \$6000 freight.

At Ottawa rates show no signs of improvement, the quotations still being \$1,000 per season for small craft and \$8,000 for vessels of a larger size.

The new temperance barge *Alfred Boulbee* after discharging cargo in Ottawa and receiving ballast has returned, and is open for engagements.

The staunch, well built, but slow sailing barque *Oliver Nowat*, after taking in ample supplies, sailed with her tender in attendance for Europe. It is expected this steady craft will return with a cargo of new ideas.

Rumour says that there is likely to be great activity in the port of West Toronto very shortly. The old election barges, stonehookers, scows and mud barges are being caulked in anticipation of high freights.

The barque *Cameron* which was recently fitted out by the opposition in South Huron, broke from her moorings at the Parliament dock, Ottawa. After colliding with several ministerial craft she was secured. Further investigations will decide whether the vessel sustained any material damage or not.

The lugger *Bunster*, of British Columbia is reported faulty in her upper works. Notwithstanding the great breadth of beam possessed by this vessel, she is reported very crank and difficult to manage. It is reported that she is too lofty and that reductions will have to be made in her upper works if she is to continue serviceable.

The schooners *Platt*, *Hay*, and *Robinson*, have returned to this port light. The latter is preparing for dry-dock where she will, in all probability be laid up for some seasons to come. This schooner is very old-fashioned and a slow sailer. In bad weather it is not unusual in order to save the vessel, that her deck load has to be thrown over board.

The new Government tug *Masson* is going into dry dock for a thorough investigation. It is reported in marine circles that the government intend swapping her off for a more serviceable vessel. The craft was only recently purchased by the Dominion authorities after considerable delay, and that she would prove faulty after only two seasons' work, is commented upon unfavourably by vessel men.

Straight Loans.

The Bill which Dr. ORTON, M.P., introduced into the Commons, has started a discussion regarding straight loans. Some editors appear to be more or less in a fog, apparently not understanding the nature of a straight loan. GRR, anxious to enlighten the masses, hastens to explain. Lending a man \$500 just for a day or two, which he never returns is a straight loan. Endorsing a friend's note merely to oblige him and which the endorser has ultimately to meet, is another straight loan. Running a newspaper and having three dead head subscribers out of five is a very straight loan indeed. Buying stock in some bogus company, and never realizing anything in return besides losing the principal, comes under the head of straight loans. Paying politicians who never attend to their business a large sessional allowance; buying patent medicines, warranted to cure any disease; taking everything a book agent, pedlar, or lighting rod agent says for gospel, are all straight loans. The list could be extended, but it is enough to add, that whenever the lender finds no return coming in from his investment, he has made a straight loan.

Mr. Boulbee and the Scott Act.

MR. BOULBEE, M.P., is not only a wag but is an adept in casting the horoscope of the future. Indeed, so much has he divined that there is very little left on which he can exercise his prophetic office, and he is bound to make the most of it. Driven to extremities he has taken the Scott Act under his careful consideration, and the result is, that the cause of temperance will be retarded if its provisions are adopted. As a temperance advocate Mr. BOULBEE has not made his mark. In this respect he is a graduate in buckram. He preaches from an old text and it can scarcely be pretended that he has imported any novelty into the sermon. Common-places are clear to a large class, and the member for East York goes with the crowd, displaying much liveliness of faith in the virtues of "bunkum." When those who love to sneer at the honest efforts of noble men and women to mitigate some of the disastrous effects of drink, can point to some action of their own in the same direction, their divinations will have more weight. Prohibitionists and total abstainers may slop over occasionally, but they are on the right track, and the mere vaticinations of erratic seers should be estimated at the mere nominal figure which they are worth.

An American gold dollar is a *miley* dollar.

If that race doesn't come off this time HANLAN will be getting *riley*.

The most dangerous of all medical pads—a foot pad.

**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 15th DAY OF JUNE next, for the construction of swing and stationary bridges at various places on the line of the Welland Canal. Those for high-ways are to be a combination of iron and wood, and those for railway purposes are to be of iron.

Plans, specifications and general conditions can be seen at this office on and after MONDAY, THE 31st DAY OF MAY next, where Forms of Tender 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, and—in the case of firms—except there are attached the actual signatures, the nature of the occupation, and the residence of each member of the same; and further an accepted bank cheque 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.

For the due fulfilment of the contract the party or parties whose tender it is proposed to accept will be notified that their tender is accepted subject to a deposit of *five per cent.* of the bulk sum of the contract—of which the sum sent in with the tender will be considered a part—to be deposited to the credit of the Receiver General within *eight days* after the date of the notice.

Ninety per cent. only of the progress estimates will be paid until the completion of the work.

This Department does not, however, bind itself to accept the lowest or any tender.

By Order,

F. BRAUN,
Secretary.DEPT. OF RAILWAYS & CANALS,
Ottawa, 29th March, 1880.

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**CANADIAN PACIFIC RAILWAY.****TENDERS FOR FENCING.**

THE undersigned will receive Tenders for wire fencing to be erected, where required, on the line of Railway in Manitoba. Parties tendering will furnish specifications, drawings and samples of the fence, or different kinds of fence they propose to erect, and also of the Farm Gates and fastenings proposed to be employed. The prices must be for the work erected and in every respect completed.

Tenders addressed to the undersigned and endorsed "Tender for Fencing" will be received up to Noon on Tuesday, the 1st of June next.

By order,

F. BRAUN,
Secretary.Dept. of Railways and Canals,
Ottawa, 26th April, 1880.**LACHINE CANAL.****NOTICE**

TO

Machinist-Contractors.

SEALED TENDERS addressed to the undersigned (Secretary of Railways and Canals) and endorsed "Tender for Lock Gates, Lachine Canal," will be received at this office until the arrival of the Eastern and Western Mails on THURSDAY the 3rd day of JUNE, next, for the construction of gates, and the necessary machinery connected with them, for the new locks on the Lachine Canal.

Plans, Specifications and General Conditions can be seen at this office on and after THURSDAY the 20th day of MAY, next, where forms of tender can also be obtained.

Parties tendering are expected to provide the special tools necessary for, and to have a practical knowledge of works of this class, and are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and—in the case of firms—except there are attached the actual signatures, the nature of the occupation and residence of each member of the same; and further, an accepted bank cheque for a sum equal to \$250, for the gates of each lock, must accompany each tender, which sum shall be forfeited if the party tendering declines entering into contract for the work at the rates and on the terms stated in the offer submitted.

The cheque thus sent in will be returned to the respective parties whose tenders are not accepted.

For the due fulfilment of the contract the party or parties whose tender it is proposed to accept will be notified that their tender is accepted subject to a deposit of *five per cent.* of the bulk sum of the contract—of which the sum sent in with the tender will be considered a part—to be deposited to the credit of the Receiver General within *eight days* after the date of the notice.

Ninety per cent. only of the progress estimates will be paid until the completion of the work.

This Department does not, however, bind itself to accept the lowest or any tender.

By Order,

F. BRAUN,
Secretary.DEPT. OF RAILWAYS & CANALS,
Ottawa, 29th March, 1880.

xiv-21-8c

For a GOOD SMOKE

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First-Class workmanship and GOOD FIT guaranteed.