

THE St. Catharines Board of Trade, the towns along the Welland Canal, and those interested in the shipping trade are petitioning the Government to abandon the tolls on all the canals. The petition sets forth that owing to competition the rates of freight between Kingston and Montreal were reduced to such an extent as to have little or no profit, while the commercial value of the shipping has been almost decimated. The abolition or modification of these tolls is asked for, in order that Canada may be enabled to keep to herself that through traffic which naturally belongs to her. The petitioners also request that Montreal may be made a free port of entry for ocean vessels, the expenses of pilotage, &c., to be defrayed out of the general treasury. A subsidy for towage with a low fixed tariff of rates would go very far to revolutionize the traffic between the Atlantic and Montreal, and secure for the expensive Welland and St. Lawrence Canals that amount of business they were constructed and enlarged to accommodate. The reverse of the medal is that these canals ought to pay their own way.

ABOUT 30 years ago Mr. P. R. Jarvis, selecting the prosaic business of a general merchant, fixed on Stratford as his future place of abode. He appears to have struggled along by himself for about seven years, when he was joined by Mr. Service, the partnership lasting till about the end of 1858, when they were unable to pay their obligations in full, and Jarvis & Service became a firm of the past. Then, Mr. Jarvis became a wheat buyer and commission merchant, and in 1869 being joined by one Boag, as a grist mill firm, and then he ultimately drifted into the coal and wood line, along with his other business. After a long and chequered career, during which, however, he has generally managed to wear "purple and fine linen," if not to "fare sumptuously," Mr. Jarvis has lately had to assign, showing liabilities of about \$15,000, and with very little assets, if any, in his own name available for creditors.

It appears that 14,000 names were obtained to a petition praying the United States Congress to authorize the building of a bridge across the Detroit river at Detroit. It may suit some railway men and their friends to delay and jeopardize, by each a plan, the enormous floating commerce of the great Lakes; but we believe that 140,000 names could readily be got to a petition that Congress shall authorize no such obstruction of that noble strait. It is suggested by a Western paper that Congress will not heed this appeal that it has no time to consider the pros and cons of bridge or tunnel, such, however, is hardly the opinion of the N. Y. *Public* which caustically says: "Congress has made no progress. Surely no other legislative body, yet known among men, has ever spent as much time in doing nothing. The new rules cannot be said to retard business, for none was done before they were adopted, but they have not facilitated it thus far. Politician discussion, even, is avoided by this remarkable body. Decisions on disputed seats are indefinitely deferred; bills of all kinds are pigeon-holed in sleepy committees; and the entire attention of Congress seems to be concentrated

and fixed upon the task of the British circumlocution office—*How Not to Do It.*"

MR. W. S. STRIPP, of Rond Eau, writes stating that the kindly written paragraph respecting his affairs that appeared in our columns two weeks ago, did him scant justice. It appears he did not compromise with his creditors but got an extension of time, and that about two-thirds of his liabilities were paid in full. After two years he again got behind in his payments, and 65 per cent on what he then owed was offered on his behalf. This was refused, the estate was put into liquidation, but being very badly managed, some of the creditors got, as we stated, only $\frac{5}{8}$ per cent of their claims.

ONE person in eighteen is blind to color, so it is announced by an English physician who has been examining the subject, and many collisions on railways as well as at sea have resulted from the inability of engineers or pilots to distinguish between red and green signals. The United States Treasury Department has issued a circular as to color-blindness of applicants for the positions of first and second-class pilots of steamers, propellers, tugs, and steam crafts generally. All persons applying for a license, as pilots on steam-vessels must undergo a visual examination, to determine whether they can properly distinguish the colored lights used as signals on steam-vessels; and in future Inspectors will issue pilots' licenses only upon certificates of United States surgeons. It is an admitted fact that many serious collisions involving large loss of life and property have occurred upon our lakes, as well as on the high seas, in consequence of the mistaking of signals by pilots in charge of the vessels; many of these accidents have been attributed to carelessness, inattention to duty, or drunkenness, when probably the real cause of the disaster was color-blindness, or an inability to distinguish between the colors used as signals. It now remains for railway companies to take similar action.

THE London, (Eng.,) office of Messrs. R. G. Dun & Co's Mercantile Agency is hereafter to be managed by Mr. Thos. A. Richardson, lately connected with the Canadian business of Messrs. Dun, Wiman & Co., as well as formerly in the same business in the States, who leaves Toronto this week for his new field. It is gratifying to find a Canadian employe chosen for so important a post. And it is not too much to say of Mr. Richardson that he carries to his new home a very fair knowledge of Canadian business and Canadian merchants, great capacity for honest, cheerful work, and a geniality and tact that have brought him almost as many friends as customers. His employers, his associate workers, and his friends have severally marked their appreciation by parting gifts and addresses.

IT is a strange anomaly that a man who will not advertise, on the plea that no one reads the paper, is the very man who would go fifteen miles to get a copy of a paper in which he is mentioned as a "prominent citizen," and who would feel disposed to kick the editor the same distance should he criticize his actions, or accidentally omit his name in giving names of subscribers to any charitable object.

STOCKS IN MONTREAL.

Montreal, March 17th, 1880.

Stocks	Lowest Point in Week.	Highest Point in Week.	Total Transactions in Week.	Buyers.	Sellers.	Average Price, last Date, 1879.
Montreal	139	141	497	138	139	138
" x.d.	135	136	160	134	134	61
Ontario	75	78	695	74	75	61
Consolidated						46
Peoples		69	76	68	69	47
Molson's			120	78	81	76
Toronto				124	129	115
Jac. Cartier	70	70	150	68	70	33
Merchants	94	95	612	94	94	80
Commerce	118	119	453	118	118	102
Union						
Hamilton						
Exchange				30	45	55
Mon. Tel.	92	93	188	93	93	103
Dom. Tel.			12	65	68	
Rich. & O. Nav.		40	25	4	40	39
City Pass			8	93	94	75
Gas x.d.	12	123	936	120	121	108
R. C. Ans. Co. x.d.				45	47	
Eastern T's	99	99	43	99	100	98
Sterling Ex.						
Gas x.d.						
Mercant x.d.						

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