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Orders for the purchase and sale of stocks
and bonds listed on the Montreal, Toronto,
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promptly executed.

Lefavre and Taschereau, accountants,
Quebec, are in possession of the estate
of Mrs. J. A. Blondin, general dealer, St.
Maurice, Que. Her husband established
the business about 8 years ago, but failed
in 1898. Resuming in his wife's name he
again failed in about 18 months, and in
the summer of 1902 was reported as
compromising at 50 cents. It is evident
that Mr. Blondin's forte is not store-
keeping.

Mercantile Summary.

The Northern Navigation Company's
steamer "City of Collingwood," to-
gether with the Grand Trunk freight
sheds at Collingwood, Ont., were de-
stroyed by fire on Monday last. Four
lives were lost on the burning vessel.
The ship was valued at \$125,000, covered
by insurance. The loss on the G.T.R.
property was about \$10,000.

A fire started in the rear of Nelson's
clothing store at Fort Frances, Ont.,
on Friday last, and spread to Wells'
hardware store, and several adjoining
buildings. H. Williams & Co.'s general
store, the Cooching and Alberton hotels,
Bank of Commerce, Scott's jewelry
store, Mackenzie's drug store, Fraleigh's
drug store, and several other places were
destroyed. Total loss is figured at
nearly \$200,000, partially insured. The
fire is attributed to incendiarism.

During a thick fog which has pre-
vailed on the upper lakes for several
days, the steel freight steamers Etruria
and Amasa Stone collided ten miles off
Presque Isle Light in Lake Huron. The
Etruria was damaged so that she sank
within a few minutes, the crew narrowly
escaping with their lives. The Etruria
was struck on the starboard side, abreast
of No. 9 hatch. The Etruria was valued
at \$240,000. The Amasa Stone, which
escaped any serious damage in the col-
lision, is a steel steamer of 6,282 tons,
and went into commission this spring.
She is valued at \$350,000.

The following patents have recently
been issued to Canadians by the Wash-
ington office:—788,883, William V.
Brown, Berwick, N.S., portable fruit
gathering platform; 789,187, Theophile
Taillefer, Montreal, butter cutting and
measuring device; 789,759, Messrs.
Reynolds & Bedard, Montreal, briquette
press; 791,803, Douglas J. MacLean,
Montreal, drying apparatus; 791,821,
Hugues Sauve, St. Timothee, potato
digger; 791,884, Simeon Cyr, Little
Falls, N.Y., land grubber; 792,069,
Wallace G. Parker, Kentville, N.S.,
harness yokes; 792,264, Paul Ed. Heina,
Paris, France, telegraph apparatus;
792,450, Joseph Potvin, St. David
d'Yamaska, ditching machine.

There seems to be considerable mis-
understanding regarding the route of
the proposed canal from Georgian Bay
to Lake Ontario. In reality, the propo-
sition made by Mr. H. C. Spalding, C.E.,
is for it to begin at its northern end at
Matchedash Bay and to reach Lake
Simcoe at its arm, Lake Couchiching.
Commencing again at the southern end
of Lake Simcoe it would take advantage
of the Holland River and cross York
County on the high ground to the
neighborhood of the Scarboro Heights.
The traffic, after this canal has been
built, may, he thinks, warrant a second
canal direct from the Georgian Bay to
Lake Ontario by a route west of Lake
Simcoe, via Nottawasaga River valley.

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