

RAMBLING NOTES.

Tid-Bits of News and Gossip Effecting the Lumber Interests Picked up Here, There and Everywhere.

[By our Travelling Correspondent.]

BROCKVILLE.

This thriving and handsome town, of nearly 9,000 inhabitants, (a city in embryo) is located on the banks of the St. Lawrence, and is a calling place of the river and lake steamers: the terminus of the B. and O. branch of the C. P. R. and the Brockville, Westport, and Sault Ste. Marie railway; the county seat of Leeds county, of which it is an integral portion; and, in fact, admirably situated for the great and prosperous city, which the present Brockvilleites expect it soon to become. Its public buildings, including town hall and post office; 9 churches and 1 high, and 5 public schools, as objects of architectural beauty and substance, will vie with those of any town in Canada of its size and youth. There are also several manufacturing, many good stores, two daily papers; and the town is lighted by both gas and electricity. Grain, live stock, and the products of its manufacturing are shipped. The lumbering industry is not as great as of yore, but Mr. Peter McLaren continues to do a very extensive retail business, and also has a sash, door and planing mill, and altogether has the largest trade in the town. Our friends, Messrs. J. Briggs & Son, who have been established here for over 20 years, in their planing mill and sash and door factory, advise that they are "busy as can be" and cannot complain about prices and business generally. Messrs. Rathbun, of Deseronto, have also a branch business here, and have recently taken over the planing mill lately operated by Mr. Kearns.

PRESCOTT.

This is what is called a "Rock Bottom" smart little business town of some 3,000 and upwards of a population, on the banks of the St. Lawrence, opposite to, and all the year round in direct half-hourly communication with, the city of Ogdensburg, N. Y. This fact adds greatly to the importance of Prescott; making it a terminus of four large railways; and the transfer for both freight and passengers of the C. P. R. and G. T. R., thus bringing in a floating population. The through freight of products from Australia and China, via Vancouver, also crosses at this point to Ogdensburg and the U. S. The whole of the lumber from Ottawa and district is carried through here by the C. P. R. in car loads without transshipment, as their freight steamers are always in readiness to carry across freight and cars alike. It is also the greatest coal distributing station of the C. P. R., whose station is on the river bank; and that of the G. T. R. nearly a mile out of the town. All the river and lake steamers also call here. Prescott boasts some smart public buildings, new post office, 5 churches, 3 public schools, and a Mechanics' Institute and some palatial stores. The lumbering interests of Prescott are not very large (although many millions pass through it to the United States via the C. P. R.), but there is a good lumber yard in the town, sufficient to supply its own consumption. Mr. J. S. Elliot is the proprietor. Although Mr. Elliott has been operating here for about 7 years as a contractor and builder, he only opened his yard about two years ago; and I am glad to report from him that prices hold their own, with a tendency to an increase if anything, and that he is quite satisfied with his continued success. There are also some old established contractors here: Messrs. Ward & Steele, established some 30 years; Mr. James Cairns, 20 years, and Mr. James Buckley, coal and lumber, about 30 years. The only planing mill in Prescott has had many vicissitudes since its erection five years ago, but it having been taken over by Mr. James Causcallan, has every prospect of a good future, as he "means business," or as the British say, "Death or Westminster Abbey." The other industries which employ a considerable amount of labor are: The Prescott Emery Wheel Company; the J. P. Wyser & Sons' distillery; the Labatte Brewery Co., and the Grenville Brewery of Messrs. John McCarthy & Son. There is

also a good hotel owned and conducted by L. H. Daniels.

CORNWALL.

Why this "Manchester of Canada" got the name of dear old sleepy Cornwall of old country renown, I cannot conceive, unless it was that there is a granite quarry here, for there the resemblance ends. The Cornwall of Canada, and the Cornwall of England, differ as much as do chalk and cheese. This is a lively, hustling, business town, brimful of go and energy, and is so beautifully blessed by nature for a great manufacturing centre, that if both Manchester and old Cornwall don't also hustle they will both be left. Some 12 miles above Cornwall are the Long Sault rapids, which give the town unrivalled water power, of which the Canada Cotton Mill Co., the Stormont Cotton Mill Co., the Paper Mill Co., and other manufactories have taken every advantage, and with this cheap power at hand have been enabled to erect factories and mills; employ some 2,000 sons of toil, and do a profitable business to themselves and of great advantage to the growth and future importance of this to-be-one-day great city.

The Long Sault rapids have made it necessary to have the Cornwall canal cut. Some idea of the force of the Long Sault rapids may be had, when it is explained that the mail and other steamers descending the river, entirely shut off steam when entering the rapids, and even then attain a speed of 25 miles an hour.

Cornwall, like most Canadian towns, can boast of noble-looking and substantial public buildings, (especially the post office, and a Cornish-granite, Presbyterian church) 7 churches, 4 public and 1 high school; several good stores and a hotel (the Rossmore built recently at a cost of about \$50,000).

Mr. L. A. Ross, who has been established here for past 20 years as a wholesale and retail lumber merchant, builder and contractor, has by far the most extensive business. His operations exceed annually two millions of lumber and some half million of shingles. His principal shipments are by the Canadian and Atlantic Railway as well as by vessel down the Ottawa river, where he can receive his lumber at the very doors of his mills and yards. He also ships hardwoods to New York, Boston and Montreal. Mr. Ross built the post office and the Rossmore hotel already spoken of. Mr. P. Denny, who has been established here 10 years, does a very large retail business, and is quite satisfied with his success and with present prices, which are firm. Messrs. William Atchinson & Son have also a planing mill in Cornwall, continually employed for past 11 years mainly by custom work. Mr. Atchinson, Sen. has been engaged in the building and contracting business for upwards of 30 years in the town. I am pleased to say they all give good reports as to business.

MONTREAL.

This large and beautiful city has had so many vicissitudes, and is associated with so much historical interest, that I must give a brief sketch of its early history as well as its present greatness and greater future. *Ville Marie*, Mount Royal, or as it is now called, Montreal, was but a small village of the Huron Indians, when Christopher Columbus, in 1492, under the auspices of Ferdinand of Spain, first sailed in the direction of these shores; but he really only discovered San Salvador, Cuba and Paria in South America, returned with a report of his discoveries to his royal master, and died in 1506. Then one John Cabot, sent out by Henry 7th of England, sailed from Bristol in 1497 for the purpose of finding America, but only succeeded in discovering Newfoundland and in the following year Labrador, returned and died in 1557. Then a Florentine, Amerigo Vespucci, also under Ferdinand of Spain, claims to have found America in 1499. Again John Verazzini, another Florentine, but resident in France, claims to have found America for Francis 1st, of France, in 1525, but only got to Florida, and called it "New France," but was unfortunately murdered by savages. But in 1535 the real discoverer of Canada arose in the person of Jacques Cartier, a Frenchman, who sailed from St. Malo, in France, and

was the very first European who found out and visited this now great city, then the Indian Village, called Hochelaga. History says he arrived in the bay before Quebec, on the 10th of August, the Feast of St. Lawrence, and being a good Catholic gave that name to the bay, gulf, and afterwards the River St. Lawrence. On arriving at the village of Hochelaga, he was received by the Indians and conducted by them to their lovely mountain near by, which he immediately named "Mount Royal" in honor of the then King of France. Cartier died about 1543. Some half a century then elapsed, when Champlain, following in Cartier's track, founded Quebec in 1608 and later Montreal as French colonies, under the title of New France. In 1628 Louis and Thomas Kirk, following their heroic father, Sir David Kirk, who had previously tried to capture these colonies for England, succeeded in so doing in the reign of Charles the 1st, from Champlain. At this time the population of Quebec was about 100 souls, and Montreal was composed of three or four log huts only. In 1632 Canada was restored by treaty to the French nation and continued a French settlement under the reign of le Grand Monarque Louis 14th, until the 8th of September, 1760, when, through the bravery of the gallant Wolfe and the men under his command, Montreal, Quebec and the whole of Canada was surrendered to the British Crown, and remains to this day one of its most brilliant jewels. If the progenitors of Canadians of 1760 were to arise and visit the Montreal of to-day, their hearts would beat with delight to see what their sons have done. The wooden huts are replaced with buildings, both private, public and theological, that will vie with those of any city of its size in the world, and surpass not a few; the old river upon whose bosom only floated the birch bark canoe of the Indian which has given place to the full-rigged ship and the steam propelled floating palaces of the present day, is now ploughed up by the keels of the greyhounds of the ocean, bearing to and carrying away from her quays the products of the earth, and the manufactures of the world, and thus it has grown to a mighty city of upwards 200,000 inhabitants and is still growing apace. Montreal owes her growth and present splendor, not only to her unrivalled position as the great shipping distributor of the Dominion but also to her manufacturing, which are very numerous and varied; and to her water power facilities, of which her merchants have taken every advantage.

The lumbering industry, to which Montreal owes no mean portion of success, has always held a prominent position here, and the following are its leading representative firms: The Export Lumber Co., limited. This firm, whose offices are at 107 St. James street, are without exception the largest shippers of all kinds of lumber from Montreal; the greatest part of their trade being to the River Platte, their total shipments from the St. Lawrence for the present year exceeding 35 million feet.

Messrs. T. W. Holmes & Co., whose offices are in the same building as the last mentioned company, also export many millions of lumber annually to Great Britain and the United States.

The Henderson Lumber Co., limited, who have been established upwards of 50 years, and whose offices are in William street, do a very extensive wholesale and retail trade in all kinds of woods, inland, and also ship across the border. They also have a steam saw mill for dimension timber principally and a planing mill and box factory. They also have a steam saw mill at Roston Falls, from whence they ship to the United States.

Wm. Rutherford & Sons, 35 to 95 Atwater Avenue, have been established about 25 years and are doing a very large and increasing wholesale and retail trade in all kinds of lumber. They also have saw and planing mills, and sash, door, blind, and moulding factory, employing from 75 to 100 men all the year round, 10 hours a day. They report prices as good and trade brisk.

The Mona Saw Mills, have been established some 30 years, are the only log-sawing mills in Montreal, and are the property of, and operated by Mr. J. K. Ward. He handles from 17 to 20 million feet yearly, principally