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**BUILDING A BIG PULP MILL**  
 Some Day a Network of Them Will Overspread Our Own Country

Though deferred by the failure of the reciprocity agreement to obtain ratification, the time will yet come when the Northern British Columbia will become a great pulp and paper making country. Many thousands of square miles over hills are covered with timber growths suitable for conversion into wood pulp. Indeed a pulp mill would be a boon to settlement, making it possible for the settler to spend the first season and subsequent winters in clearing his lands at considerable profit to himself.

**A Big New Mill**  
 In Northern Ontario which has a considerable physical resemblance to Northern British Columbia, several large pulp mills have been erected recently to cope with the demand for news print in Canada, which grows by approximately 40,000 tons each year.

One of the largest of these is at Spanish River, the entire town of Espanola being peopled with employees of the company. Espanola is quite an up to date town, with electric light, water plant and sewerage system. The pulp mill has a daily capacity of 140 tons, drawing its pulp wood from an area of 6,000 square miles which was granted to it as a concession by the Ontario Government. By husbanding the pulp area, the company will be guaranteed a practically continuous supply of pulp wood for ages to come.

**Developing Water Power**  
 A correspondent of the Toronto Globe who recently visited the town says he was struck by the excellent adaptation of the mill to its natural advantages. One of the most striking physical features of the place is the rock formation which supplies nature's immovable piers for the company's dam. The dam, which is built in an arched position, rests upon immense rocks which project from

each side, the problem of handling the surplus water being overcome by the use of drop-logs and sluice-gates. The area of flooded land created by the raising of the water at the dam to a 60-ft. head has provided a booming-ground for the storage of all the business of the river, which as a number of other companies are operating, is quite extensive. The plant under construction will utilize 12,500 h.p. and the electrical development amply provides for this and leaves a surplus of between 2,000 and 3,000 h.p.

**Economic Operation**  
 The buildings have been carefully designed in order to secure the minimum ratio of operating cost. Similarly the plans of every building have been drawn with a view to economical expansion in the future. Many of the operations from the handling of the rough timber to the despatch of the finished product present labor and cost savings devices which are unique.

The slashing department, with its simplicity of design, has reduced the cost of taking timber from the water, sawing it into two-foot lengths and storing, to fifteen cents per cord, including all machinery maintenance charges.

**Profitable Business**  
 With a practically unlimited market for paper, with the prospect that "something has got to be done" despite all promises and theories, to allow the American consumer to purchase our pulp, with great pulp timber areas and unlimited water powers, Canada seems likely to dominate the pulp business in years to come. After the pulp development has ceased in Ontario, and the Panama Canal brings British Columbia closer to New York than Ontario is now, the pulp industry will probably prove to be one of the greatest wealth and prosperity makers in the last best West.

**FIFTY YEARS AGO IN B. C.**

Mr. Thos. Deasy, One of the Real Old Timers, Tells of the Days of the Old Colony

Whenever a man, still in the prime of life, has the opportunity to look back over the vista of half a century spent in the Province of British Columbia, many scenes pass through "memory's storehouse," some sad, while others appear as in the land of dreams, filled as they are with recollections of happy days 'mid laughing throngs, many of whom have crossed "the great divide," and will be seen no more on earth.

**Back in '59**  
 Imagine a number of families, wives and children of Crimean veterans, breasting the Fraser River so long back as 1859. The old Hudson Bay steamer Otter was then considered "a fast and commodious passenger boat," and we romped along the deck, after a six months' voyage on a sailing vessel. New Westminster was our destination; but it was decided that another spot on the Fraser River should be our first camp, and we were taken to a piece of prairie land called "Derby." Shortly after, the government decided to move the soldiers, and their families, to the ground now occupied by the penitentiary, a short distance above New Westminster, and the work of clearing commenced. In a short time a large barracks, officers' quarters, storehouses, soldier's homes, and other conveniences were constructed, all of which have gone, today, like many of those who occupied the place at that time.

**Only Two are Left**  
 Of our passenger list on the steamer Otter, but two of the officers and crew; men and women remain. Fathers, mothers, sisters, brothers—all gone on another journey, never to return. In 1864, we, the Sunday school children, were taken on an excursion to Port Moody. At that time there was one mill operating there—

nothing more. The wonderful change, from the vast forest, to the large and thriving city of Vancouver, can only be realized by one who has seen the magic city grow, apparently in a night. During the same year, the soldiers were disbanded, and many left for "Merry England," embarking on the old man-of-war, "Chameleon." We remained, and when the seat of government was removed to Victoria, in 1869, went there on the government steamer "Sir James Douglas." Few are left, who made that trip, and the steamer has gone to the "bone-yard."

**In Old Victoria**  
 Victoria was a small city, with few substantial buildings, and our first home was in the old pagoda-like brick structures, where the partial Provincial Government buildings now stand. In the early days, before Confederation, the whole country was ruled from "Downing Street." We had representatives—some appointed by the government and some elected. Red tape and sealing wax were affixed to documents, as they still have things in England. Electric lights, telephones and other inventions, we knew nothing of. It was quite a treat to see gaslight in Victoria—the only place that could afford a gas plant.

**Waterworks on Wheels**  
 Water was brought into Victoria in barrels, on two wheels, and dispensed at the rate of ten cents per bucket. A brick building was then considered something unusual to construct. The old steamer, Beaver, was then plying the harbors and bays surveying the waters. Esquimalt was the stopping place for the British men-of-war on the coast, and it was not unusual to see several of the wooden ships at anchor there. Hundreds of bluejackets



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would come ashore, making things lively in the towns of Esquimalt and Victoria.

**Exit the Old Colony**  
 Confederation, and "Carnarvon Terms," were introduced and carried to a final settlement in 1871. The construction of a railway and the building up of Vancouver followed. New Westminster burned, and afterwards rebuilt. Nanaimo, with its coal mines, attracted attention and commenced shipping to outside ports. The whole country commenced to settle up and the colony days were at an end.

It is very seldom that the residents of British Columbia now have the opportunity to hear Reminiscences from the Old Guard, the men who have remained and are now waiting "till the shadows are a little longer grown." Some of us have seen every city and

town grow, out of the bush. We lived in British Columbia when flour was worth fifty dollars a sack. Where palatial steamers now ply, we have considered a rowboat, or a canoe, sufficient to travel up the rivers and along the coast.

**Gold Was Plentiful**  
 When the golden bars were being brought to the only two towns, people thought little of the sixpence, and small change that would always find its way into the pockets, or the iron banks of the children. The "shilling," and the "florin" would be used to purchase small commodities and nothing less was accepted over the counters. Cariboo was pouring its wealth into Victoria and New Westminster. We thought the mines would never be exhausted, and the miners

were lavish with the money they took from the ground and expended so freely. We have traveled up along the Fraser River; seen the towns and cities spring up along the line of railway; watched the few of the old pioneers pass away, year by year, and the thousands of new settlers take their places.

**Still on the Frontier**  
 During the past two years we have again taken up the work of "pioneering." In another growing city, where the railway will bring in its thousands and thousands, there are springing up communities, with the latest appliances and conveniences. Over in the adjacent islands, we have viewed the natural resources that will be opened up. It may be our good fortune to travel from West to East on the greatest of trans-

continental railways. What a relation to those who look back on the dog team and hard sleds. How the faces of the departed thousands we once knew so well appear to us, betimes, and bring recollections of events that have passed down to history. The ranks are thinning out; but the work of the pioneers of British Columbia can be seen in many of the now out-of-the-way places that will soon be opened up. Their "footprints will be effaced, but, like the Roman legions of old, they stood by the country of their adoption, in heat and cold—through trials and tribulations—until the few now know that the "blazed trail" of long ago leads thousands of the residents of other climes to a land where they will enjoy both contentment and prosperity.

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