

The census returns were wrong, however, but the omission shows how small was the industry.

In 1881 five mills were reported; in 1891 there were twenty-four mills. Now there are thirty-six mills, and the two largest produce as much pulp as the twenty-four mills did in 1891.

This development has taken place not only because it has been demonstrated that Canadian spruce is the very best quality for the purpose, but also because Canada is the possessor of the largest spruce forests in the world.

In addition to quantity and quality of material Canada possesses advantages in the wide distribution of water power and in the conditions of the labor market, all of which combined give her undoubted pre-eminence for the production of paper.

The making of paper is a corollary to the manufacture of pulp. In this industry there has been similar development, and the prospects for the future are equally bright.

THE POSTAL SYSTEM.

In February, 1837, Mr. (afterwards Sir) Rowland Hill published his famous pamphlet "Post Office Reform." In it a uniform rate of postage, one penny, was publicly advocated.

In Canada, at the commencement of the Queen's reign, the sending of letters was an expensive luxury.

There were no railway trains, and consequently no mail cars. The most common method of sending correspondence or traveling was by steamboat or stage coach.

In winter, of course, these were replaced by sleighs. As late as the early fifties it took ten and a half days for a letter to go from Quebec to Detroit, a distance which is now covered in about a day and a half.

Just previous to 1850 the rate on a single letter not exceeding one-half ounce in weight was 4½d for sixty miles and under.

For longer distances the rate was proportionately higher. It cost 1s 1½d to send a letter from Montreal to Toronto.