

PACIFIC SECTION

BRITISH COLUMBIA TIMBER AND PULP-WOOD.

Extensive Purchase by the Harmsworths—Construction Works on the Fraser River.

(From Our Own Correspondent.)

Vancouver, B.C., October 10th.

That the Harmsworths, the well-known newspaper publishers of London, Eng., have bought timber on the West coast of Vancouver Island, and will in all acquire 150 square miles for pulp purposes, is a further indication of the move toward this province from all parts of the world of those interested in timber for various purposes. It is only within the past few years that attention has been directed this way by those who have the manufacture of pulp in view. Now, it will be only a matter of a few months before this product will be placed on the world's market from British Columbia plants.

The start was first made when the Provincial Government made a liberal proposition, offering timber concessions very reasonably to companies which were bona fide in their intentions to start in the manufacture of pulp. Three or four companies obtained concessions, half of them Americans, but the only one to do anything was the Canadian Pacific Sulphite Company, composed of English directors, and of which J. M. Mackinnon, of Vancouver, is managing director. Over 80,000 acres of timber was secured in the neighbourhood of Swanson Bay, on the mainland coast 400 miles north of Vancouver, and now close on to half a million dollars has been spent there. Buildings are nearing completion, and by next Spring pulp will be produced. A townsite has been laid out, and as there is abundant water power in the vicinity, every modern convenience may be obtained. This company's operations give an idea of what may come in the future on a more extended scale. With the development of the pulp resources of the province, towns will come into existence and with new industries will come greater business.

Local Capital Joins In.

Another pulp concern that is going ahead rapidly is the British Canadian Pulp and Paper Company of Vancouver. This is composed largely of local capital, showing that British Columbians will, as far as they are able assist in the exploiting of the immense resources of this province. The company will have its plant at Port Mellon, on Howe Sound, comparatively close to Vancouver, and already large buildings are more than half constructed. The process to be adopted at the Port Mellon manufactory will be different from the old style, in that not only all kinds of wood will be used, but refuse from mills and odds and ends that hitherto have gone to the flames.

Where the Harmsworths have bought on Vancouver Island, namely, Quatsino Sound, are immense timber areas adjacent to tide-water. Vancouver Island is particularly rich in timber, and until last summer disastrous fires had not swept through it. On that occasion, some of the fine trees close to Victoria were destroyed. At Quatsino Sound, Seattle capitalists secured a concession when inducements were offered by the Government, and lately they disposed of their interests to the Algonquin Lumber and Power Company, of Toronto. Altogether, the prospects of activity in the line of pulp manufacture both on the mainland and on Vancouver Island are particularly good.

Visit of C.T.R. Officials.

Mr. C. M. Hays, president of the Grand Trunk Pacific, Mr. Frank Morse, vice-president and general manager, and several other officials of the company are in Prince Rupert this week, having passed through Vancouver the other day. Their trip is an important one. Mr. Hays stated that construction would be proceeded with in British Columbia with the least possible delay. It had to go ahead rapidly if the terms of the agreement with the Government were to be fulfilled. The line must be built to the Pacific by 1911. That is only three years from now, and three years is little time when the construction of a railway is concerned.

It was announced by the president that tenders for the construction of 300 more miles in British Columbia would be called for within the next thirty days, being 200 miles west from Wolf River, on the east side, and 100 east from the end of the 100 miles now being constructed east from Prince Rupert. That will not leave a very great length to be completed. One of the first branch lines to be built will be that from Fort George to Vancouver. This, besides giving the

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