

WOOD PULP ~ ~ DEPARTMENT

A PULP MILL PROJECT.

RECENT developments bring the prospects of a new pulp mill near St. John nearer realization, and it is now thought that the erection of one at Musquash, about 15 miles from the city, will soon be proceeded with.

The Lancaster Pulp and Paper Company was incorporated by a special act at the last session of the legislature, and among its promoters are some well-known gentlemen. They have secured the Knight property at Musquash, consisting of some 36,000 acres of land in fee simple and 9,000 acres of land in form of license, having eighteen years to run. The property controls ten large lakes and all other water privileges which are contained in an old grant given over 100 years ago. The water supply is said to be perpetual, having a very firm reservoir capacity capable of development at a very low cost. The growth of timber has been stated by experts to be the finest in quality to be obtained. The timber experts, Messrs. Andrew Hammond, of Milford, Me., and Geo. T. Crawford, of Boston, claim that the property and its opportunities for the making of pulp are superior to any known by them. One of the company's promoters claims that the annual growth of timber on the property will equal nearly 30,000 cords, and that on account of the numerous driveable streams in all directions the pulp wood can be delivered at the mills for about \$1.50 per cord. Musquash is about 15 miles along the northern Bay of Fundy shore west of St. John. The site of the proposed pulp mill immediately adjoins the saw mill of J. & B. L. Knight. Being so near the winter port of Canada, the mill will have great advantages in receiving supplies and in making shipments at all seasons. Mr. B. F. Pearson, of Halifax, one of the best known business promoters in Eastern Canada, is interested in the project. Mr. Chas. Burrill, Weymouth Bridge, N. S., is also interested.

The pulp mills in Nova Scotia are reported to be working to their utmost capacity, and the shipments of this year promise to exceed those of any previous season.

WOOD PULP IN FRANCE.

THAT section of the French Agricultural Society which concerns itself with forest products recently communicated with Messrs. Darblay, of the Essonnes Paper Mills, asking them a series of questions with a view of discovering why wood pulp cannot be made as well in France as in any other country, and if so, why, assuming the necessary material to be procurable locally, the great bulk of that commodity at present used in French paper mills comes from Scandinavia, or at any rate from foreign countries?

The firm, in their response to the queries indicated, went into the matter at considerable length. Dealing with mechanical pulp, it was stated that about 400,000 tons per annum of this material were consumed in the French paper mills, and it was pointed out that in order to turn out mechanical pulp profitably a very large amount of motive power was necessary, say 60 to 70 horse power to produce one ton of pulp in a working day of 24 hours. An annual consumption of 400,000 tons means in round numbers 11,000 tons per day, the production of which would necessitate consumption of power to the extent of 5,000 h.p. In the Scandinavian countries, and in fact in the north of Europe generally, water power to this extent can be easily found, but in France it would be practically impossible to do so. Even the expenditure of an enormous amount of money would not suffice to provide what is necessary. For instance, an outlay of from nine to ten millions of francs at Bellegarde, on the Rhone, has only resulted in providing a maximum of 3,000 horse power at a cost of about 3,300 francs per horse power.

In Norway, on the contrary, power can be obtained at a fourth of this rate, and further, there is practically nothing to be paid for the carriage of the wood, it being floated down the streams from the place where it is cut. In default, therefore, of finding the necessary water power in France, it is evident that the profitable manufacture of mechanical wood pulp is almost an impossibility. Even assuming that in certain cases

steam power to the required amount could be raised, it would cost from 250 to 300 francs per horse power per annum; that is to say, from 10 to 50 francs per ton of pulp made. The manufacture of this quantity would consume about 100 steres of wood (1 stere is equal to about 35 cubic feet), and taking the price per stere at 15 to 20 francs, the total cost of production works out at about 100 francs per ton.

So far as chemical pulp is concerned, its production, of course, requires less motive power, but nevertheless a good deal of steam raising is necessary, the wood having to be dealt with at high temperatures. The manufacture of this class of pulp must, therefore, resolve itself mainly into a question of wood and coal, and the latter is very high priced just now. Messrs. Darblay consider that fir and aspen are the best woods from which to prepare pulp, especially the latter, which is thought to be, as regards the quality of its fibre, quite equal to the best rags. These varieties of fir that are generally found in France are usually very knotty, and this is a condition that produces impurities in the pulp. Even apart from this the timber is not grown locally in sufficient quantities to enable wood pulp to be made out of it to any extent worth speaking of.

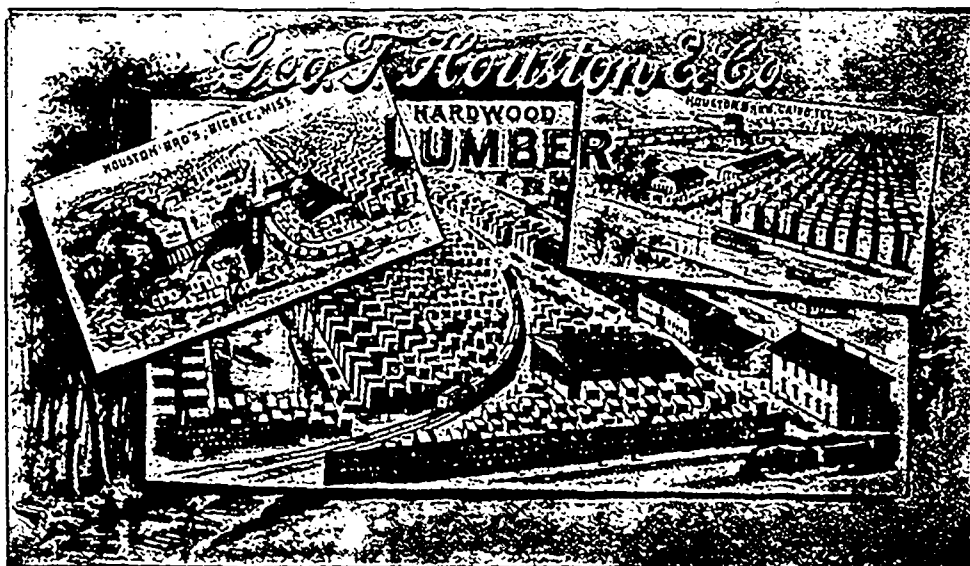
If the total amount of forest land in France is taken as nine millions of hectares (1 hectare equalling nearly 2½ acres), not more than 270,000 of these are devoted to the growth of fir. This quantity would produce perhaps 400,000 cubic metres (or steres), of wood, one-fifth of which, having regard to the quantity which is used for other purposes, would be available for the manufacture of pulp. The pines that grow in the Maritime districts could no doubt be made available for the manufacture of pulp destined for use in the production of common papers, but this would not be so profitable a business as the manufacture of a better class of pulp for use in white paper, such as printings, etc.

The cost of transport has also to be considered, and in France this is generally very heavy, having regard to the relatively low value of such material as timber. For instance, the carriage of wood from the district of Poitou to the neighborhood of Paris would cost practically as much as its freight from Norway to Rouen. The legislation of 1892, the outcome of which was the imposition of a duty on wood pulp representing nearly 10 per cent. of its value, was designed to promote the possibility of the French paper maker manufacturing his own pulp, and of

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