

PAPER AND PULP NEWS.

DEVOTED TO THE INTERESTS OF CANADIAN PULP AND PAPER MAKING.

WILL DEVOTE THEMSELVES TO PULP.

REFERRING to the appended paragraph, which appeared in a contemporary, it is not true that the Laurentide Pulp Co., of Montreal, have decided to erect paper mills. The sale of pulp to the paper manufacturers is quite as profitable to them, and they have an outlet for all they can turn out. "The Laurentide Pulp Co., of Montreal, Can., are about to spend a million dollars, in addition to the million already laid out upon its wood pulp establishments, in adding a great paper mill on the St. Maurice River to their pulp works. This mill, it is claimed, will be the largest of its kind in America, and will furnish employment to six hundred hands. The total output of the works daily will be three hundred tons of pulp and one hundred tons of finished paper."

THE TENDENCY ON PAPER.

PRINTER AND PUBLISHER is informed that all the paper mills are running full time at present, but there is the old complaint about no margin. In fact, it is whispered that the advisability of advancing the price of some of the staple lines is being seriously considered. No one denies that an advance in figures is wanted to afford sellers a reasonable margin, but whether it will come or not as predicted is another matter.

SHIPMENT FROM THE SOO.

The first shipment of pulp, and not pulp paper, as was erroneously stated in a contemporary, was made the other week from the great new mill on the Canadian side of the Soo, built by the Lake Superior Power Co. The mill, which is constructed of sandstone, is 370 feet long and 75 feet wide. It is equipped with 22 grinders, 16 wet machines and 16 screens. Its capacity per day is 125 tons of dry pulp. A force of 300 men is now employed in and about the mill, which will be operated twenty-four hours a day. The product will be sent all over the world, but the bulk of this winter's output will be sent to paper mills in the Fox River district in Wisconsin. Enough pulp wood is on hand to supply the mill until navigation opens. Mill No. 2, of about the same size, will be completed in April. This is also on the Canadian side. During the winter a new machine shop is to be built. Its dimensions will be 100 x 200 feet. The new foundry and warehouse, which are each 60 x 80 feet, will be completed within a few weeks.

OUR EXPORTS OF WOOD PULP.

The official figures of wood pulp exports are not likely to be very closely accurate. There is not the same absolute tally kept of exported as of imported goods. The official figures for

1895, however, show the same steady annual increase which has prevailed since the trade began. Canadian wood pulp, it appears, has been exported during the past six years as follows: 1890, \$168,180; 1891, \$280,619; 1892, \$355,303; 1893, \$455,893; 1894, \$547,217; 1895, \$590,874.

EXPORT OF PULP TO EUROPE.

According to The Canadian Lumberman, Paul Duluard, of Paris, France, is on a tour of observation through Canada, specially in the interest of wood pulp mills and to arrange for a supply of spruce to export to France. Mr. Duluard does an extensive trade in lumber, and especially in pulp woods, in France, and has come to Montreal for the purpose of making arrangements with a couple of houses to act as his agents. He has hitherto been doing business with Norwegian and other foreign exporters, but the coming into force of the Franco-Canadian treaty has led him to seek better conditions here. No doubt the European pulp and paper makers will find an attractive supply of spruce in America at a far less cost than the fir or spruce of the Old World forests. Canada, however, would much prefer to sell the Frenchmen wood pulp than spruce wood.

PRINTER AND PUBLISHER in its last issue mentioned a project that was on foot to erect a pulp manufacturing establishment at Chicoutimi, Que., on the Saguenay River. Since then it has canvassed some of the men engaged in the pulp trade and finds that there is a diversity of opinion regarding the probability of exporting pulp stock from Canada to Europe. The parties who take the negative side assert that they cannot see how an export business with Europe can be carried on at a profit. The very nature of the trade will necessitate the employment of small sailing vessels. These vessels would have to be chartered either in Great Britain or on the continent, and would therefore have to come to Canada in ballast and load at out-ports. That is, they could not afford to pay the harbor charges of such ports as Montreal, etc. They would have to receive extremely high freight rates, coming out as they did in ballast, to make the round trip profitable. In fact, how Canada can compete in this trade when paying freight for a voyage of 5,500 miles has to be provided for (the Scandinavian and Finnish producers, whose small vessels, having return freights, have only a profit to earn on a single trip, and that of only a few days' duration) is difficult for the negatives to understand.

On the other hand the sanguine ones assert that quite as great difficulties, which at the inception appeared insurmountable, were overcome in other export trades which have been built up. They do not deny that there is a market for all our output at present in the United States, but though this is a fact,