

## PROGRESS IN PAPER MAKING.



All lines of paper making great advance has been made in Canada during the past five years. The finer grades are being made more and more, and domestic book, litho and ledger papers are gradually displacing the product of foreign factories. Coated papers are being produced to rival anything but the very finest of foreign manufacture. In cheaper grades of book and news the market is entirely controlled by domestics, and in writing papers about one-half of the total quantity consumed comes from Canadian factories.

A leading British paper manufacturer writes a Canadian dealer, recently, as follows: "We keep driving away with plenty of orders, but there is no life in business and no prospect of improvement until we get a stronger government and secure a settlement of the silver question. \* \* I fear it is only a question of time until you make all your own paper and perhaps send us the surplus." This light flattery has a groundwork of truth, and Canada is truly destined to be a great paper-producing country, owing to her inexhaustible stores of pulp woods.

Mr. Alexander Buntin is now figuring on the manufacture of papers to take the place of United States No. 1 and No. 2 coated, now imported and sold on this market at 13 and 14 cents. Just now he is taking orders for a new paper to be made on specially manufactured machinery, which is nearly equal to coated paper at a much lower price. It is a highly surfaced litho paper and will sell at from  $7\frac{1}{2}$  to  $8\frac{1}{2}$  cents per lb. He expects to have another machine ready soon to manufacture a better grade of the same paper to sell at 9 to 10 cents per lb. If these will do as well for catalogue work as imported coated papers, there can be no doubt that Mr. Buntin will find a quick inquiry for it, and the Government their revenue seriously diminished.

During the past year the Canada Paper Co. has been making a No. 1 Litho which is equal to any imported book paper, and

they are succeeding in breaking down the barriers of prejudice and having it introduced to the disadvantage of the imported.

The Toronto Paper Co. and the Canada Paper Co. have both been making engine sized writings for a number of years and the product is rapidly increasing in quality and quantity. Less and less writing paper is being brought from Great Britain and the States. The Rolland Paper Co. makes tub-sized papers, and their linen papers, especially "Superfine Linen Record," are equal in appearance and quality to the best imported ledgers. The only reason why they are regarded with prejudice is because they are cheaper and because they are Canadian. During the past year, however, users of this class of paper have, to a great extent, become convinced that this paper is as good as imported.

A good story is told—and it is true—of a certain party buying blotting paper last year. He wanted English buff blotting. He was offered Canadian at 10 cents, but would not take it. Another house took samples of this same Canadian blotting and told him it was English made, quoted him 18 cents per pound, and sold him a number of reams. He paid 8 cents per pound for his purchase, simply to balance his prejudices. Lovers of imported paper will soon learn that they are paying too much for their whistle.

During the past year Ritchie & Ramsay, of New Toronto, have made themselves a name in connection with coated papers.

The fact that there is now in Canada a paper company with new and improved machinery, which is selling cheap papers at prices which cannot be touched by the other mills, is driving the latter to better grades of paper. The live manufacturer, when he finds the life cut out of one class of paper, goes in for another class in which the competition is less keen. Canadian paper manufacturers are among the shrewdest of Canadian business men, and they are following this plan. There can be only one result: Canada will soon make all her own paper, regardless of grade.



## CANADA AND MAINE.

EDWARD JACK, of Fredericton, N.B., presents his views on the pulp question as follows: "From a point about three miles above the Grand Falls of the St. John to the mouth of the St. Francis river, the former river is the boundary between the United States and the Dominion of Canada. Where it reaches the St. Francis it follows that river for a number of miles, then striking off in a northwesterly direction, and crossing many tributaries of the St. John which have their sources in the province of Quebec. The St. John river is thus, for 80 miles, the boundary between the two countries. Two railways skirt the river—the Canadian Pacific from Grand Falls

to Edmundston, and the Temiscouata railway from Edmundston to Connor's Station, the latter distance being 32 miles; at Connor's Station, and from that place to the St. Francis, the strong deep current of the St. John has become still, and the river widens out, so that between the St. Francis river, which empties into the St. John about four miles above Connor's Station, and that station, hundreds of millions of feet, board measure, of saw-logs can be held at all seasons in the most perfect safety. From Connor's Station across the St. John to the State of Maine the distance will be but about fifty or sixty rods; consequently, the Canadian spruce logs can be held in the river