

WOOD PULP ~ ~ DEPARTMENT

ELECTRIC LOCOMOTIVE FOR A PULP COMPANY.

The accompanying illustration represents an electric locomotive recently built at the shops of the Quebec Railway, Light & Power Company, of Quebec city, for the Chicoutimi Pulp Company, of Chicoutimi, Que. It is intended for the shunting of regular freight cars about the company's yards, and for hauling the products from the mills to the company's wharves on the Saguenay river. It is also capable of hauling two loaded flat cars from the wharves back to the mills.

The locomotive weighs about 23 tons, and in a trial test hauled twelve of the Quebec Railway, Light & Power Company's passenger cars, aggregating a total weight of 255 tons, at a speed of ten miles per hour with comparative ease. The railway lines of the Chicoutimi Pulp Company consist of about two miles of track, having an average grade of 2 1-2 per cent. The only real heavy grade on the line is 400 feet of 5 per cent. grade and 39 degrees curvature, so that the new electric car will doubtless be capable of performing the work intended of it.

SUGGESTIONS FOR THE PULP TRADE.

The annual report of the High Commissioner for Canada to the Dominion Government contains two interesting letters concerning the pulp and paper trade. The first is from the British Wood Pulp Association, and reads as follows:

In reply to your communication of the 9th inst. my association desires me to bring the following points under your lordship's notice.

(1.) That it is strongly to be recommended that the sale of wood pulp be placed in the hands of respectable firms in England, well-known to the trade, instead of, as is now frequently the case, through speculative adventurers who have absolutely no knowledge of the article in question. There are several firms well-known in the wood pulp trade of the United Kingdom who will offer every financial and commercial assistance to any Canadian mill, as the desire of the pulp merchants and agents in England is to help forward the Canadian pulp maker by every legitimate means. Incalculable harm is done by irresponsible people in Canada and England offering and selling pulps of which they are not possessed, or on the calculation of which they have made absurd mistakes, such as failure to calculate the freight on the water contained in the pulp, or differentiating between the Canadian ton of 2,000 pounds and the English ton of 2,240 pounds, which ends in considerable friction and confusion in contracts. This tends to the belief, more or less prevalent among paper makers, that they cannot rely upon getting the Canadian pulp they buy, and is most injurious to a developing trade.

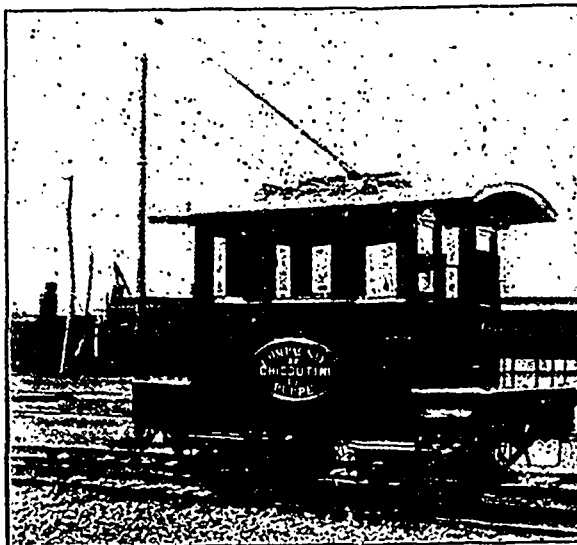
(2.) Nova Scotia and New Brunswick are especially to be recommended for future developments, owing to the facilities for shipping all the year round.

(3.) If the resources of Quebec and the mouth of the St. Lawrence are to be developed as they should be, it is imperative that they should be placed in a position to ship their pulp all the year round. As far as we can see, there is no reason whatever why pulp should not be shipped from this district, and particularly from the Saguenay river, during at least ten months in the year,

and all the year round in favorable seasons. In Scandinavia, where the weather is, at least, as severe, many ports are kept open by ice-breakers. Moist mechanical, containing as it does 50 per cent. of water, cannot possibly be shipped via the winter ports of St. John and Halifax, as the rail rates at their lowest would, when prices are normal, be about one-third of the actual cost of manufacture, and competition at such a charge is impracticable.

No assistance whatever is rendered by the Government to anybody trying to make use of the natural facilities of the Saguenay river in winter, and we have heard of a ship which sailed thence on November 23rd last, when all the buoys were up, and all the lighthouses, we understand, closed. A little assistance from the Government in the way of ice-breakers or subsidies, would enable shipments to be made practically all the year round. At present it is impossible on account of the enormous charge for insurance incurred when navigation is not assisted by buoys and lights.

(4.) Respecting chemical pulp, it cannot be too strongly impressed upon manufacturers that



ELECTRIC LOCOMOTIVE USED BY THE CHICOUTIMI PULP COMPANY.

they should secure the best technical advice, for, though the quality has improved of late, much has still to be done to bring it up to the standard of German and Scandinavian manufacture. The wood and water are everything that can be desired, and there is no reason why the quality should not be of the finest. More care also should be exercised in the drying of the pulp, which is at present, anything but uniform.

It is also regretted that the facilities for dealing with the shipments at the various ports are very defective, it being not an usual thing for goods to be detained there for several weeks before finding shiproom, thereby causing great inconvenience and much annoyance to buyers.

The second letter is from the British Paper Makers' Association, and is printed in part below:

'The paper makers of Great Britain are watching very carefully opportunities offered in Canada for pulp and paper making, but while admitting the spruce of Canada (and spruce, up to the present, is the only Canadian wood which can be considered pulp wood) makes first class pulp, in fact almost the best, the British source

of supply is not confined to Canada, as the following figures will show:—

'During 1900 Great Britain's importations of wood and sulphite pulp were as follows:

	Tons	
From Scandinavia.....	400,027	
" United States.....	12,006	
" Canada.....	55,592	
" Other countries.....	21,202	
Total.....	488,827	

'The question we ask ourselves is, why does not Canada supply a larger proportion of the requirements of Great Britain? The first and most serious obstacle is the question of freight and transportation. Pulp, to meet the requirements of the English paper maker ought to contain 50 per cent. moisture, so that on every ton of ground wood pulp, freight has really to be paid on two tons. The average freight from Norway is about 6s. per wet ton, or equal to 12s. per dry ton. From Canada outside Nova Scotia, last year, from 15s. to 30s. was paid (say 20s. wet or 40s. per dry ton); this makes a difference of 28s. per dry ton in favor of Norway. From Norway shipments can be made all the year round; from Canada shipments are confined to about six months of the year. This means accumulated stocks which in turn means loss of interest, or the alternative of sending by rail to Halifax or St. John. If the latter course is adopted the difference in favor of Norway comes still greater. This difficulty may in time disappear, if, for instance, Quebec could be made other rivers made navigable in winter by means of ice-breakers; meantime these difficulties must be open as a winter port, and the Saguenay and unless the railway companies will pay cheaper rates to the port of shipment than they have yet done, we fear the shipment of pulp during the winter will remain impossible. As a part off-set against this Canada has, of course, cheaper wood than in Scandinavia, but this difference does not fully compensate for the advantages possessed by that country. Further shipments will have to be made to capitalists to invest in the pulp industry, and the first thing to do will be to make the stumpage rebate more effective. From an interesting paper read at a lecture by J. C. Langelier, Superintendent of Forests for Quebec, on March 7th, we are brought face to face with the fact that in the supply of spruce wood from Canada, the American manufacturer is really on more advantageous terms than the manufacturer in Canada himself. It shows how the difficulty of stumpage is got over by bogus settlers stripping the land of its spruce and supplying the American market. Settlers do not pay stumpage and the export duty is only therefore ineffective, but the stumpage in the ordinary way should come to the Government, is lost. The American timber limit is held in fee simple, the manufacturer in the States simply leaves his forest alone until he has drawn every cord of wood he can from Canada at a low price. When it will no longer pay to draw from this source he can fall back on his own forests. This condition of things will encourage the starting of pulp mills in Canada. The trouble does not end here, however; the Canadian has supplied the raw material at a low price to the American manufacturer, and then, after having command of a better class of timber and being without the Canadian difficulties of shipping, he is able to undersell the Canadian paper makers in England with the manufactured paper. The remedy would seem to be as a duty on all spruce pulp wood both from Government and settlers, limits, or a law passed that must be manufactured into pulp in Canada. If industry brings another, and if pulp and paper mills were more numerous it would be a great incentive to the starting of other industries. What is wanted in Canada is the manufacturer, not the speculator, and the governments of the different provinces should protect genuine manufacturers. Let us have authentic reports on this