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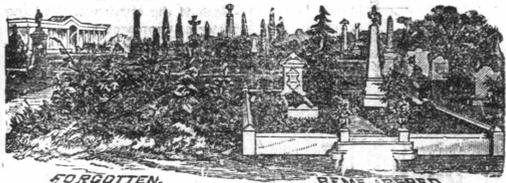
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## Paper Expert Say Pulp Will Disappear Within Twenty-five Years

Unless Methods Are Adopted For the Protection of the Pulp Industry.

MONTREAL, Nov. 7.—The disappearance of the wood pulp supply in Canada during the next twenty-five years, if conservation measures were not adopted, was prophesied before Dominion Royal Commission at its session recently by Ellwood Wilson, an expert on the paper industry. Mr. Wilson stated that three things were essential to the protection of the pulp industry in this country: one was the adoption of a scientific scheme of reforestation; another a proper system of fire protection, such as had been adopted in British Columbia and on the lands under the control of the Laurentide interests on the Ottawa and St. Maurice Rivers, and also a system that would do away with the dangerous disposal of waste that now prevails in the forests throughout Canada. Mr. Wilson stated that during the past thirty-five years thirty per cent of the pulpwood lands of Canada had been burned over and rendered useless for generations to come.

**Hard to Compete with Europe.**  
 Carl Riordon explained how the long haul to Europe, with its consequent high freight rates, made it almost impossible for Canadian paper or pulp manufacturers to compete with the manufacturers of pulp in Europe, who are located principally in Sweden and Norway. He stated, however, that it was expected that when the war was over with the higher tax-

es which would prevail in Europe, the higher cost of production and the higher cost of capital, the price of the European pulp would increase materially, with the result that the Canadian manufacturer might find a new field for his output.

J. N. Jamieson, elevator engineer, suggested that colliers which come from Sydney to Montreal with coal and go back light should carry grain. This could be stored at Sydney, and could be shipped to England at any time of the year.

**Canada Needs Faster Service.**  
 Clarence I. de Sola, Belgian Consul in Montreal, stated that Canada was losing much from the fact that she could not enter into a direct competition with the United States in the way of a fast service, such as is furnished to New York—and that a large percentage of Canadian trade went via New York simply because the service of the Dominion was not speedy enough. He thought a system of "all-red route" trains and steamers could be operated successfully.

**McGill's Research Work**  
 Sir William Peterson of McGill University related to the Commission what McGill had done towards installing technical buildings for the promulgation of scientific research. He deplored the fact that Quebec was the only Province in the Dominion where education was not compulsory.

## Organized Labor In Canada

In the constructive work to be undertaken after the war, reform of the railway situation may loom large in Canada. Whatever the reform may be, and many people incline to think that nationalization of railways is inevitable, the organized railway workers seem to be in a position to advance their interests materially. It should be possible to educate public opinion in Canada to the point of seeing what an amount of ability there is in the railway workers' unions; and how this organizing ability might be used, not only for the benefit of the railwaymen themselves, but at the same time in the interest of the nation. Under national ownership, for instance, it should tend towards more efficient administration of the railways to include representatives direct from the railway workers upon the national board of railway directors.

With the ability to lead in the organizing and administration of ably conducted unions like the railway workers' unions of Canada should be sources of strength to a national railway board. The railway workers are a strong group of investors in the railways of Canada; they invest their labor; and without the labor of the railway workers there would be no railways.

Hitherto the organized labor movement has been in the direction of better pay and shorter hours of labor. The interests of the laborer and the capitalist have seemed to be opposed. Organized labor can take a big step forward by securing for itself an improvement of status; and it can go forward either by an entente cordiale with the representatives of capital on the private railway boards, or by an alliance with the state under national ownership of railways.

Labor is the essential ally, whether for private or state ownership. As allies the organized railway workers can claim the right to participate in the direction of policy and management of their industry. Such a step towards co-partnership is foreshadowed in Great Britain. The Canadian railway workers are not so far federated into complete solidarity; but it is evident that big changes are coming in the world of industry, and it is hardly likely conditions in Canada will continue as they were before the war.—Ottawa Citizen.

### All For Nothing.

"Now, my son," said the conscientious father, "tell me why I punished you."  
 "That's it," blubbered the boy, in dignity. "First you pounded the life out of me an' now you don't know what you done it for."  
 But sometimes a discordant tone  
 The neighbors catch.  
 For life, just like a gramophone,  
 Will sometimes scratch.

READ THE MAIL & ADVOCATE

## Next Naval Battle Will Be Fought Under New Tactics

LONDON, Nov. 5.—The Stockholm correspondent of the Manchester Guardian, in a letter dealing with the German navy, says:—

Germany has practical control of the southern approach to the Sound between Denmark and Sweden. As far as my personal observations go, she makes a big naval display only over a limited area. On the way east during my first Copenhagen-Malmö trip we passed, just before turning south-east for Malmö, a whole fleet of German destroyers and torpedo boats. The Sound here is sixteen miles across, and all the German ships were outside their territorial waters. They were steaming south at a terrific speed in the direction of Falsterbo mine field, all showing German flags.

A sailor on our steamer told me that German warships make straight for the mine field, and, steering by marks, without taking pilots on board, go straight through it. He added that Germans often show no flags, and this I confirmed during a cross on the Helsingborg route when two flagless torpedo boats, making north-east at a great pace, passed under our stern. As they passed us the first torpedo boat had a man overboard. It dropped a dinghy, but did not itself stop. The row-boat was nearly cut down by the second torpedo boat and the man overboard perished.

"The Danish captain of our steamer told me that German patrol ships in the Sound hardly ever go into Cattgat, but other German warships go there and much farther north. Captain Hjelmerson, a Norse seaman, who knows these parts well, told me that, thanks to British vigilance and superior seamanship, Germany get very little value from her practical command of the Sound. He said that last July a German cruiser and submarine raid from Skaggerack was foiled before it started. The Germans had some new devices which Captain Hjelmerson could not describe, but they were baffled by a British counter-device which was being tried for the first time.

In the Helsingborg-Elsinore part of the Sound, periscopes of German submarines are seen every day. This part of the Sound is fairly free from loose mines, but at the southern end mines are almost as numerous as waves. At Flint Channel mine field Germans are said to keep four mine-sweeping steamers busy all day catching and relaying their own broken-away mines. At Falsterbo, in Sweden, mines come ashore almost every day.

"Skanor fishermen told me that Germany was making experiments with a view of practising cuttlefish tactics in a naval battle. Specially constructed steamers, travelling at high speed, emit volumes of smoke or vapor which, when there is no wind, lie long on the surface. Fishermen gave me extravagant account of banks of vapor ten miles long, which they alleged they had seen off Bornholm. They declare that the next naval battle would be fought entirely in conditions of invisibility."

## COAL TO BE HIGHER PRICE

Washington, Nov. 6.—Fears that the private consumer is going to pay heavily for his coal this winter were expressed here to-day by government agents investigating the threatened fuel famine.

A rush of wholesale buying by large industrial concerns in all sections, in fear of a shortage, has injected an unexpected menace into the situation. Reports of this "raid" on the market poured in to the federal trade commission to-day from various sections of the country, particularly industrial centers of the Middle West and Pennsylvania.

Coupled with the rush in the market the already unprecedented demand, the inability of coal distribution to obtain transportation and other aggravating features, a marked shortage in labor to operate the mines has developed. This has been proved by official investigation of the situation.

## Suit Against Henry Ford

DETROIT, Mich., Nov. 3.—John F. and Horace Dodge, automobile manufacturers and stockholders in the Ford Motor Company, obtained a temporary injunction in circuit court here yesterday afternoon, restraining Henry Ford from using the assets of the Ford Motor Company to extend the business as planned, instead of distributing profits in dividends. In their application to the court the Dodge brothers allege that increased labor costs and unstable business conditions coming at the end of the war make "reckless expenditures of the company's assets unwise." The company's annual statement is said to have shown profits of several million dollars which, it was announced, would be put back into the business.

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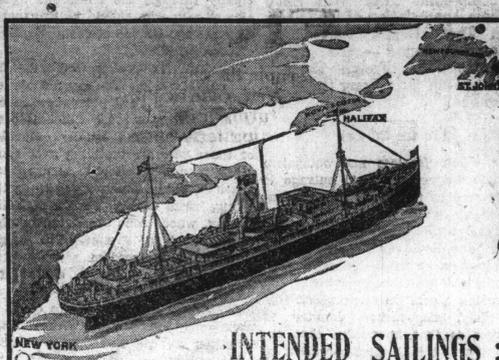
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