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WHO WOULD BENEFIT BY AN EMBARGO ON PULPWOOD?

It Would Not Help in Any Appreciable Way in Conserving Natural Reserves.

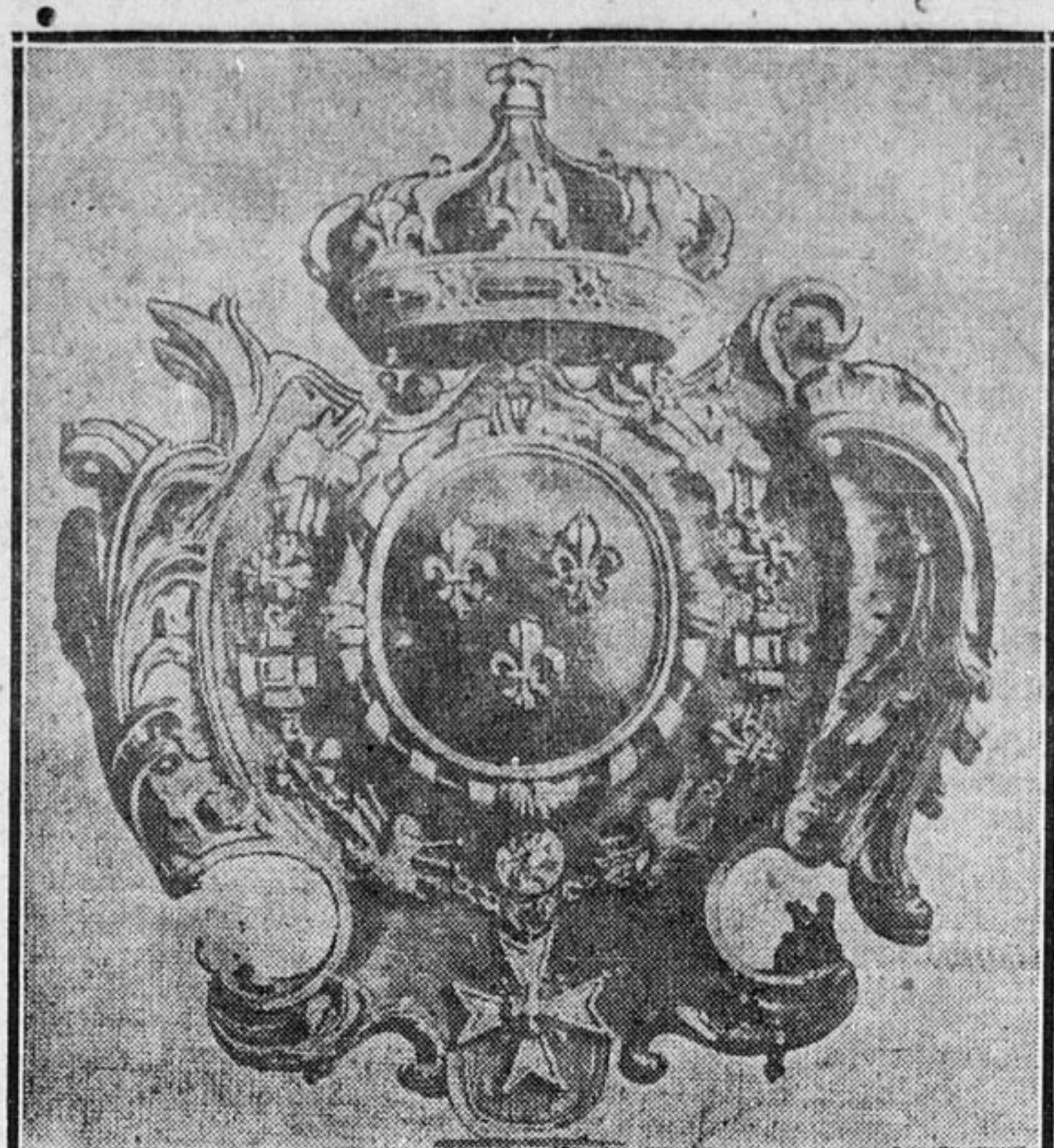
The Advance has received and published two or three letters on the Embargo question from the writer signing the pen-name of 'Economist.' Below is another letter from the same writer in which some good points are made. The letter, in part, is as follows—

The campaign for a pulpwood embargo goes merrily on. All the arguments in its favor have indeed, been met again and again. But as often as they are repeated it is perhaps worth while to repeat the reply. A twofold appeal is made to us (1) that we should conserve our natural resources in timber; (2) that we should show ourselves patriots by supporting Canadian against American industry. These are plausible reasons. If a pulpwood embargo could serve either object without doing more harm of another kind at the same time, we should welcome it.

So we are presented with a fearful picture of Canadian forests being progressively denuded, and American operators reaping a golden harvest at our expense. The suggestion is that export of pulpwood is the cause to be blamed. Impressive,—even final—if it were only true. But the weakness of the story lies just here that timber loss is in only the most trifling degree due to the cutting of pulpwood, that it is due in no appreciable degree at all to pulpwood exportation, and that the pulpwood embargo—so far from stopping American gains at Canada's expense—would rather deprive Canadian woodland owners of a business with the United States no less legitimate than the exportation of wheat from prairie farms on the exportation of apples from the Annapolis Valley.

To all the "sound and fury" about imaginary advantages from an embargo we reply with a few quite definite questions. We ask the champions of the scheme to tell us: (1) whether it is not so that prevailing opinion expressed by forestry experts places the real cause of timber impoverishment in the ravages of fire or insect pests, and in improper methods of cutting or utilization; (2) whether the area over which pulpwood can at present be exported from privately owned woodlands is not so insignificant in extent as to make the consequences so freely attributed to this cause appear grotesquely exaggerated; (3) whether every reason alleged for prohibiting the export of pulpwood is not a reason equally strong for prohibiting the export of raw lumber. These are questions which, in some form, have been put again and again. We apologize to readers who must feel

Relic of Quebec's Fall to Return to Canada



This SHIELD was taken from off one of the Gates of QUEBEC at the time that a Conquest was made of that CITY by His Majesty's Sea and Land Forces (in the Memorable Year 1759) under the Command of the Admirals SAUNDERS and HOELMES and the Generals WOLFE, MONTCKTON, TOWNSEND, and MURRAY, which latter being Appointed the first British GOVERNOR thereof made a present of this TROPHY of War to this CORPORATION whereof He then was one of the JURATS.

According to press despatches from London, Lord Willingdon, 1st Viscount Rutton, who was scheduled to sail from Liverpool on April 9th by Canadian Pacific steamship "Montroyal" as special emissary from the Hastings Corporation to the Quebec City council, has postponed his visit for some time owing to the illness of Viscountess Willingdon. His Lordship's official mission, which will be carried out when the Viscountess recovers, will be to return to the City of Quebec the shield which was taken from its gates when it was captured by General Wolfe in 1759 and which was presented to the Hastings Corporation by General Murray who was present on that memorable occasion. Since that time the shield has hung over the door of the Council Chamber in the Town Hall at Hastings and Quebec has endeavoured to obtain its return, for years in vain, but at last Hastings has relented. Viscount Willingdon will be accompanied by his wife who before her marriage was the Hon. Marie Adelaide, daughter of 1st Baron Brassey, together with his son the Hon. Inigo Brassey Freeman-Thomas and his wife.

tired of seeing them in print. But our defence is that they have never yet been answered, and that the champions of embargo proceed with their delusive assertions just as if such questions had never been asked. They are questions that go to the very heart of this controversy, and the reason why they are not answered is just that they are—for embargo advocates—unanswerable. The prolonged silence with which they have been met should be more suggestive than columns of argument. With no good reasons in their favor, and strong reasons against them why do these propagandists stick so tenaciously to their case? We think we can guess the reason. That there would be a sudden rush of American capital to establish mills in Canada is in the last degree doubtful. But that there would be an immediate drop in the price of pulpwood to our local mills is as certain as any economic consequences can be.

TRUNK ROAD FROM COBALT TO TEMAGAMI OPEN IN 1926

Other Roads Under Construction in the North Land.

In the last issue of The Northern News, of Cobalt a review is given of an interview with Mr. C. H. Fullerton, Director of Colonization-Roads. The Northern News says:—

"The new trunk road will be open from Cobalt to Temagami by the early summer of 1926, according to the present intentions of the Northern Development branch of the Provincial Department of Lands and Forests. Tenders will be called for immediately for the construction of that particular section of the highway, a distance of about 22 miles, and also for a portion of the road extending 10 miles out from the present terminus at the North Bay end. It is undecided whether contractors will be asked to speed up their work so as to finish these stretches by December of this year, or whether they will be given a year from the date of the signing of the contracts, which will be about June 1st.

"This information was gleaned from C. H. Fullerton, Director of colonization roads, by Mayor Armstrong and Councillor Lendrum, who have just returned from a visit to the city on municipal business. The intention of the Northern Development Branch is to award contracts in five mile stretches, Mr. Fullerton stated. He told the deputation that it was unlikely the road could be kept on the west side of the T. & N. O. tracks at Temagami and that indications pointed to two crossings being necessary there. He rather hinted that there was a likelihood of overhead bridges being constructed at these points.

"Mr. Fullerton spoke briefly of the progress made on the roads at the northern end of the district. At present a road has been cut from Swastika within three miles of Sesekinika, this ultimately to form part of the great north highway. A road is being constructed directly from Matheson to Timmins, but at present it can be utilized only part of the way. A wooden bridge, between 600 and 700 feet long, will have to be built at Night Hawk Lake, and until this link, is provided, traffic must be diverted to Connaught, where the road from Porquis Junction to Porcupine can be joined. There remains five miles of work on this latter road yet, this to be done in the Frederick-house Lake section, Mr. Fullerton said."

The next regular meeting of the Town Council will be held on Monday afternoon, May 11th, commencing at 4 p.m.

Frank J. Kehoe
BARRISTER, SOLICITOR, ETC.
Gordon Block Timmins

Geo. L. T. Bull
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International Council of Women



In connection with the Quinquennial Conference in Washington, May 4th to 14th, sixty-five delegates from Great Britain and Europe of the above organization sailed on the Canadian Pacific S.S. Montcalm from Liverpool this month. Delegates from South Africa, New Zealand and Australia are also included. Among those from Great Britain are Lady Trustram Eve, Lady Salvesen, Lady Nott Bower, Lady Adam Smith, Lady Egerton and Mrs. George Cadbury.

Blinded Soldiers; Mme Odette Arnaud, the well known painter and Mlle Annette Fougeirol of the transmigration service of emigration. From left to right, sitting: Mme Emilie Fougeirol, Mme Lucienne Bernheim, Mme Pichon-Landry; Mme Avril de Sainte Croix, President of the French Association, Member of the Legion of Honour, and delegate to the League of Nations; Mme Legrand, widow of the well-known French general; and Mme Eward, Chevalier of the Legion of Honour and General Inspector of Public Instruction.

These ladies will be given official reception in Canada and will visit Quebec, Montreal, Ottawa, Toronto, Hamilton and Niagara Falls as guests of the Local Councils prior to attending the conference in Washington.

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