

HOW NEWSPRINT PAPER IS MADE IN BIG MILLS

Expensive Process is Explained --- More Pounds Of It Consumed in a Year Than Pounds of Meat

(By Frederic J. Haskin)
WASHINGTON, D. C., Jan. 22.—When the average person picks up his daily newspaper his attention is given to what is there printed. It is doubtful whether one reader in a hundred gives a thought to the paper on which the news is printed. That is taken for granted. The paper may later be used to wrap packages, but, even then, there is little realization of the story which lies behind the production of that paper.

The making of the type of paper now known as newsprint began in the United States near the beginning of the 19th century. In 1810, the total North American production was 500 tons. In 1936, the production was in excess of 4,000,000 tons. The production had increased 8,000 times. In 1810, there were not many newspapers in the United States and they were small affairs of a few pages. Today American newspapers turn out approximately 38,000,000 copies on weekdays and 28,000,000 on Sundays.

Save for the voluminous Sunday papers, a newspaper seems a light object, and it is a little difficult to sense fully that it is a forest product just as much as a piece of furniture is a forest product. In the aggregate the paper output is so ponderous that more pounds of it are consumed in a year than pounds of meat.

The raw materials for newsprint comes from many sources. Small farmers in many parts of the country cut timber from their wood lots and sell it to buyers for the newsprint paper companies. All down the eastern seaboard and through the South one may see stacks of a few cords intended for the mills. The chief sources are the great forests where mile after mile of timber is cut down to furnish wholesale supplies.

The Paul Bunyan legend is among the oldest of North American tales, but today one can find in the north woods timbermen who could almost fit the old description. They are men of great power and endurance, as they need to be to follow the hazardous occupation. Paul Bunyan's blue ox has been supplanted in many places by tractors on caterpillar treads, but the faithful horse is by no means missing. Usually an effort is made to find timber near a river but, in any event, a large proportion of the timber cut for newsprint mills is hauled to a watercourse. There the logs are thrown into the stream, occasionally in the form of loose rafts if the stream is broad enough, but more often singly.

Most of the timber is cut in the summer and autumn and stacked to await the winter snows. Then it is dragged on huge sledges to the stream to await the spring freshets. That is the time when timber starts on its trip. In some cases a distance of only 20 or 30 miles is to be covered. In other instances the logs may cover a distance of 200 to 300 miles. Although the drivers, the men who rode the logs, are experts in their knowledge of currents and eddies, in the course of these long drives some logs become heavy with water and sink while others are swept into the coves

PROBLEMS MOTOR TRUCK, RAILWAYS HARD TO SOLVE

MONTREAL, Jan. 23.—The solution of the motor truck and railway problem is much more complicated than appears on the surface; it requires some further treatment than the half-hearted attempts at rate regulation and the issuance of certificates of public convenience and necessity by which the problem has so far been inadequately dealt with. Something deeper and more fundamental is needed.

This was the view expressed today by S. W. Fairweather, director of the Bureau of Economics, Canadian National railways, in an address before the fruit and vegetable jobbers association here.

"The problem," continued Mr. Fairweather, "lies in adjusting railway highway services and conditions and rates so that the interplay of commerce will allocate to each facility the portion of the nation's transport which it is most fitted to perform. The solution is not going to be easy to find, we must proceed one step at a time. Something, however, can be done if there is recognition of the nature of the problem and a willingness to deal with it constructively. Some things are apparent such as provision for adequate and equitable taxation, safety regulations, adequate police, and a type of rate regulation common to both agencies, but not necessarily the same rates for each. For the rest we must expect to have to grope about somewhat."

Measured by the test of expense of transport, no matter where incurred, highway transport undoubtedly had a field of economic usefulness, said the speaker. There was, however, a difference between the true economic sphere of the motor truck and its apparent sphere and this difference represented an economic wastage which might reach very large proportions. Assuming that no highways in Canada had been constructed primarily for motor truck use, he estimated the economic loss to the country, of the class of highways and motor trucks, as twenty four millions of dollars per year at the present time.

"By this I mean," continued the speaker, "that last year it cost Canada \$24,000,000 more than it need have for transportation due to the un-economic use of the motor truck, caused by the clash of ideas and it is my opinion that, if the present tendency continues unchecked, this economic loss might quite conceivably reach \$50,000,000 per year. It is worthwhile to trace this economic waste through some of its appearances. Often it may appear as a profit. A merchant, for instance, may get a lower freight rate by truck and figure he has done a good stroke of business, truck manufacturers find their market expanding and profit thereby, oil refineries also receive a benefit as do also those whose interests lie in the construction of highways, and pavement. The Trinidad Negro may find a fuller dinner pail on account of the increased consumption of asphalt. On the other side of the ledger, one naturally thinks of reduced profits to the railway and of reduced employment for the railway employees and all those who supply material for railway use, the coal miner, steel mill worker, lumberman, and so on. If that which we were considering was not economic waste, gains by one portion of the community would equal the loss of other portions of the community and perhaps leave a little, to spare, because that is the history of our industrial progress which always in-

ough, for at this stage, the fluid is 99 1/2 per cent. water. Other dehydrating methods must be employed. The machine is equipped with huge rollers which act in the same way that the household laundry wringer acts. Water still remains, so the mass moves through a series of hot rollers. So gravity, pressure, and heat are all applied in getting the water out. The engineers state that 350 tons of water are put in wood and taken out for every ton of finished paper produced. The end of the process is the winding of the finished paper on huge rollers.

Doubtless, many people have observed motor trucks driving through city streets laden with big cylinders of newsprint paper. These are standard rolls which are 68 inches wide and approximately six miles long. These are the rolls which go on the great rotary presses blank and come out as printed and folded newspapers.

Newsprint paper mills are expensive propositions. It is said that even a relatively small mill costs \$1,000,000 and some of the large ones many millions.

The Egyptians made papyrus, a sort of parchment paper, but paper making of the modern sort began in China 1800 years ago. Little was made compared with today. A year's supply for United States alone would require 130,000 freight cars, making a train 1,000 miles long. It would fill 650 steamships, each with 50,000 tons. It would load 290,000 motor trucks, each capable of carrying 15 rolls of 15,000 pounds each. It would unwind a distance of 18,000,000 miles.

GOVERNMENT COULD PROVIDE FREE SERVICE FOR \$300,000,000

Sir Edward Beatty Interrogates Business Men of Canada

TORONTO, Jan. 23.—Sir Edward Beatty in his speech of yesterday in Toronto, said in part:

Is it the duty of the government to provide railway transportation at less than cost? If so, how far should we carry this principle? Should the government contribute one dollar or one hundred million dollars or three hundred million dollars per annum? At present the government of Canada contributes one hundred million dollars a year to providing railway services. For three hundred million dollars a year the government of Canada could provide free service on all the railways of the country. Why is one hundred million dollars a year the correct figure?

Or take the waterways. The government of Canada maintains an improved waterway from the head of the lakes to the ocean, and makes no charge to anyone for its use. Why should not waterways be built wherever waterways can be built and thrown open to use free of charge?

Competent students assure me that the contribution of the provinces in the provision of highways for motor traffic, amounts to at least one hundred million dollars per annum. In addition, there is the great mileage of paved streets in all our cities, maintained chiefly by taxation of real estate. If the principle is right that highways shall be provided in part at the charge of the general public revenues, what is the limit? Why should there be any highway taxes at all? Why should it be possible for anyone to use a highway within the municipality of Toronto without paying for it, and still be asked to pay, even in part, for the use of the highway outside the city, which adjoins it?

The railway adventures of the Dominion of Canada have added to the public debt of the Dominion government three billion dollars, or almost three quarters of that debt. Do business men approve this item of public debt?

If transportation is to be a charge of public authorities, at the cost of the general revenue, and not at the charge of those who use the transportation facilities, on what principle do we base this theory? It is merely undiluted socialism. There is no possible argument for public assistance to transportation which cannot be applied, with even more force, to support a theory of public assistance to the production and distribution of food. What have the business men of Canada to offer this country in leadership in such questions concerning the functions of the state?

Or take the difficult and delicate question of the provision of employment or of relief to those who cannot obtain employment. We know that our people must have employment or must be maintained at the charge of the state. That means at the charge of capital and of employed labor. The only answer to the problem is to make employment. Have the business men of this country met that challenge or have they taken refuge in the suggestion that it is a question for the government to solve?

Mr. Fairweather then dealt with the problem involved in the production and marketing of fruits and vegetables. The great degree of success that had been attained was the result of careful planning all the way from producer to market, the standardization of the product, and the planned control of marketing. These orderly processes were in a large degree dependent upon the railway, which at every turn proved admirably adapted to the business. "It makes the policing of packing regulations easy," he said. "It's refrigerator cars keep the produce in condition. Indeed it ensures you against damage and loss of market." It was by intelligent co-operation with the railways and producers that the fruit and vegetable wholesalers could get best results. "By such means you will be continuing the policy which has been so successful in the past," Mr. Fairweather concluded, "namely that the highest net returns comes from the orderly marketing of the best possible product."

What of the constant and bitter criticism of our economic system which are perverting the minds of our youth? That there exists in this country obvious cases of suffering and misery is a direct challenge to those who believe with me in the established system of society. They reflect, not errors in the system, but errors in the skill, the justice and the wisdom, with which that system has been used. Failure to criticize and to improve the system of society in which we believe is failure of leadership on the part of business men.

To no small extent however, discontent with the system of society which we have, has been created by visionaries and demagogues; by ingenious perversions of fact; by appeals to envy and hatred by specious argument and glittering generalities; by all of which many of our people have been led to believe that society is weak now and cannot produce a much wealth or distribute it as well as could some new system.

The basis fallacy of this form of argument would be visible at once. Is the new society, in which the state is to have more power, for that is all that any of these new systems preaches, to be a free society or not? If it is to be a free society, how will we proceed to choose those who direct it? Who will we elect those who will decide each man's wages and working hours? The food of our people? The houses in which they shall live? The amusements which they may enjoy? Have business men been consistent in meeting this or other problems?

There can be no greater duty of business leadership than the obligation of speaking plainly in support of what you believe to be right. If public opinion in this country is to be formed only by those who have no great interests or no serious responsibilities or others then it will be a public opinion of such type that legitimate business will no longer be safe.

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