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individuals

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Communication Technologies) or equivalent experience in not-for-profit Agencies in

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dians were unwitting participants in one of the world's most prolific spam operations, according to lawsuits launched in the United States. And many may still be involved.

Canadian participation in the notorious spam ring became apparent when Microsoft Corp. and New York state Attorney General Eliot Spitzer announced lawsuits against a group of Internet marketing companies and their executives.

Synergy6 Inc., Delta Seven Communications, OptInRealBig.com and its president Scott Richter all were named in the lawsuits, which allege the spammers used deceptive practices and violated consumer protection statutes.

the third-largest spammer in the ence, citing a list from the anti-spam

Spitzer estimates Richter generated

pecting accom-

According to documents filed with New York's Supreme Court, the marketing companies infiltrated computers owned by schools, government agencies, corporations and average consumers via the Internet. Once they had control of a computer, the marketers allegedly used the machines to route iunk e-mail around the world.

More than 500 servers were used to send the spam, including machines linked to Telus Communications, Cogeco Cable Inc.(TSX:CGO), Rogers highspeed Internet, Shaw high-speed Internet (TSX:SJR.B), Laval University and Concordia University.

"They were victimized by this spam network just as the consumers who received their fraudulent e-mails," said Tim Cranton, senior corporate lawyer for Microsoft Corp.

Representatives for both Rogers Cable Inc. (RSX:RCI.B) and Cogeco said the machines involved are owned by their customers — not the companies themselves.

Karen Dosanjh, senior communications manager for Telus Communications Inc. (TSX:T), said the company was still looking into the matter and it wasn't clear who exactly owned the machines with Internet addresses associated with Telus.

helping to boost bottom line DETROIT (AP) — Ford Motor Co.'s redesigned F-150 pickup is providing a bigger lift to the automaker's finances

than expected, and the company hopes to extend that trend by trimming \$1,000 US from the truck's production costs by the end of 2004, executives say. In a conference call, Ford officials said dealers have sold more high-end

versions of the truck than anticipated since its debut in September. The trucks also are carrying lower consumer incentives on average than the competition, they said. Led by the new F-150, Ford recorded

double-digit, year-over-year sales increases in the U.S. market for its topselling F-Series trucks in September, October and November. The company expects a similar result this month.

"We're increasingly confident this new vehicle will continue to deliver strong profit growth . . . in 2004 and beyond," said Ford chief financial officer Don Leclair.

Ford's F-Series pickups are the bestselling vehicles in the United States and account for one-quarter of Ford's sales. Ford executives have said the new F-150 likely is the most important new product for Ford since the Taurus helped the company emerge from a sea of red ink in the late 1980s.

These days, the world's secondlargest automaker is trying to rebound from a combined \$6.4 billion in losses in 2001 and 2002. Ford has said it expects to post a profit of roughly \$1.8 billion this year.

When Ford announced pricing for the new F-150 in July, the automaker said the truck would have the same starting price as the 2003 model, even though the newer version is more expensive to build. Ford acknowledged the new F-150 costs \$1,000 or more than the current model to build.

Leclair said the company expects to be able to shave \$1,000 from production costs by the end of next year without compromising content. He said the savings would come in part from lower supply costs and improved "internal efficiencies."

In a research report, Goldman Sachs analyst Gary Lapidus said the new truck costs about \$1,300 more to build than the previous model. Lapidus said he expects Ford to be forced to raise incentives significantly on the F-150 as it faces competition from Nissan, Chevrolet and Dodge.

Canadians duped by spam scam

"The consensus is that he (Richter) is world," Spitzer said at a news conferorganization Spamhaus.

250 million unsolicited bulk e-mails per day, often with the help of unsus-

> plices. Some of the e-mails promised free diamonds, while others promoted pornographic websites.

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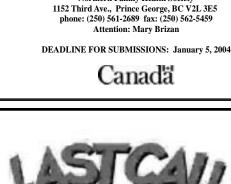
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9 p.m. - 3 a.m.

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Strike has taken toll

The 2004 Ford F-150 SuperCrew Lariat purrs like an upscale sedan,

Ford says new F-150 pickup

with a ride, especially at lower speeds, that is remarkably soft.

VANCOUVER (CP) — TimberWest Forest Corp., the largest owner of private forest lands in Western Canada, says its revenue in the current fourth quarter will fall below previous expectations due to the coastal forestry strike.

The B.C. government passed back-towork legislation ending the strike earlier this week.

"We indicated at the end of the third quarter that we were optimistic that, in the absence of a labour disruption, we could generate enough distributable ditures, to meet our distribution requirements for the year," CEO Paul McElligott said in a release. "However, after nearly four weeks of

cash, after normalizing capital expen-

labour disruption and revisions to our sales plan, it is clear that the company will not be able to meet this expectation. In fact, we anticipate that this quarter will be worse than the third quarter of 2003." The Vancouver-based forestry com-

pany earned \$6.3 million in the third quarter ended Sept. 30, compared with \$12.9 million for the same period a year ago, as sales fell to \$100.3 million from \$130.4 million.



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http://www.slocan.com/site/ employees.htm

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