

TRANSPORTATION PROBLEMS OF ALASKA

WHAT Colonel Henry W. Clark has to say about coming developments in Alaska is interesting to those who are watching the transportation situation, says the Ketchikan Chronicle.

For instance, a St. Helens, Oregon gypsum company is prospecting for ore near Hoonah. If it finds what geologists think it will find, it plans to put in a quarrying operation similar to that of the Alcoa Mining company at Edna Bay. The latter is building a dock to handle ships of 10,000 ton capacity, but it hasn't yet ironed out the problem of whose ships they will be. It has a fleet of its own but might prefer to use commercial vessels or a barge service, if such were available.

The American - Asiatic Lumber company of Wrangell is planning to use barges to send spruce peeler logs for plywood to Bellingham. This is a temporary program endorsed by the housing expediter for the next nine months and has little to do as yet with the U.S. forest service ban on exportation of logs to the states. This ban was to have been general but was not necessarily to have included peeler logs.

The Territory will need and want a car ferry between Prince Rupert and Haines next year, Clark says. He does not, of course, care to comment on who should put it in and how but he says the military not only are committed to maintaining the Haines cutoff but want to extend the interior system of roads toward the west. We gathered that they think there should be a system of highways to link Fairbanks and Anchorage with some of the airports leading out toward the Bering sea and even the Arctic. Clark says there have been applications from over 60,000 car owners wanting to drive over the Alcan highway to Alaska next year. This is only a fraction of those who would come if they knew the road were open but even if only 60,000 cars came north, each with three or four persons, that's three or four times as many people as live in Alaska and they could leave a lot of money up here in one season.

Clark thinks the recent talk about Alaska Steamship company selling out to a better operator is based on fact and that something may be done. He says Alcoa wants to ship its lime rock to Portland and the St. Helen's gypsum company wants to

ship to St. Helen's, on the Columbia 30 miles below Portland, so a coastwise operation is needed into Alaska. The peeler logs may continue to go to Bellingham or other Puget Sound cities, so stopovers might be needed there. And as Alaska's economy becomes more diversified, and as newsprint is produced here for California users, Alaska will need to be connected with several ports besides Seattle. If an eastern paper manufacturer comes here and wants to ship to the east or midwest, a tie-in with Prince Rupert will be needed.

* * *

ONE WORLD

THE PURSUIT of individual national power is nearing its ultimate limits. No nation can proceed beyond the lines now set without risking the ultimate disaster of general war. With this fact at last clear, an equilibrium of power can be established since no great nation wants war and no small nation can wage it. If such an equilibrium can be found as a kind of breathing spell, the larger objective can then proceed after an unexpected and exhausting interruption — the long, difficult and painful task of creating, in some form and in the fields where it is now essential, a system of enforceable international law and world government.

Roosevelt hoped that this process could proceed with general co-operation immediately after the war. Those hopes, even though they were supported with very great concessions to Russia, failed in the year after his death. American foreign policy today, whatever mistakes it may make in detail and however it may be confused in the wrangles of domestic politics, has not abandoned Roosevelt's great dream or the objective of One World. It has simply compelled all the nations, and especially Russia, to face the supreme fact of our time, namely that the alternative to One World is the destruction of the world as we know it.

If these two alternatives are understood after a period of bewilderment it is almost inconceivable that any great nation will risk the alternative of general destruction. But if the other alternative is accepted we need expect no sudden emergence of One World, for this is the most difficult project ever undertaken by man, his ultimate political achievement, his final conquest of his environment on the earth.

QUEUES HAUNT OFFICIALS IN SOUTH AFRICA

Emergency Accommodation Sought by 10,000 in Two Largest Urban Areas

By F. CARLSON JONES

JOHANNESBURG — Outside the branch offices of the housing section of the controller of manpower, long queues gather daily in search of accommodation. Newly-weds, housewives with children in their arms and older married couples wait patiently for emergency assistance allocated by the controller to cases he thinks most deserving.

In the two biggest urban areas of South Africa—Johannesburg and Capetown—10,000 people have applied for emergency housing. The government estimates that 164,000 houses are needed at once and that it will take eight years to build them.

Emergency housing is allotted on a basis of a two-room suite for a married couple with two children with a monthly rental limit of £16 (\$64), with preference given to former service personnel.

Hotels and boarding houses are jammed and many of the better class hotels refuse to quote monthly or weekly rates. Guests may stay on indefinitely but must pay by the day, often adding up to double the monthly figure.

Report Black Market

Real estate agents have little to offer and black market operations in housing have been reported, largely among private owners who charge "premiums" for renting houses or apartments. Severe court penalties have cut down these transactions.

One of the government efforts to overcome housing shortage for ex-servicemen has been the conversion of former army camps near towns into a form of garden city, with communal living and dining rooms.

These projects have been most successful and several journalists who live in them say they like the life, that communal meals are cheap if one wants them (there is no compulsion) and that the old army, air force and navy contacts have made the transition to peacetime smoother than if they had to live among civilians, many of whom were opposed to, or apathetic about, the war effort.

The government has also undertaken to build 6,000 low-cost houses annually and sub-

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Timely Topics from Terrace

FORMER TIMBER CONTROLLER VIEWS RESOURCES OF TERRACE DISTRICT

D. N. Rosenberry spent Wednesday looking over the lumbering and timber operations of the district. In 1942, Mr. Rosenberry was timber controller for western Canada with headquarters at Vancouver.

During that time he had, as one of his duties, the allocation of timber for the large defense installations in the west. Later he moved to Ottawa as deputy timber controller for Canada and, still later, became in charge of all operations in the Dominion.

He continued in this post until August 15 of this year. Now with his wide experience and detailed knowledge he is making a personal survey of upper B.C. looking for possibilities of major expansions of the lumber and timber industry.

G. L. Brookes left on Thursday morning for Yellowknife. He

sidizes municipal housing programs. However, there have been complaints that these houses have a higher capital cost and higher redemption charges to the purchaser than comparable houses erected by private enterprise.

Standards of hotel and boarding house accommodation are good on the average, with periodic food shortages less apparent than in the average home.

will stop at various points en route to investigate business possibilities.

Miss O. Johnson of the Prince Rupert Health Unit was at the schools on Thursday. She was accompanied by Miss Cressman.

Within the last few days, baby boys have been born to two Terrace mothers, Mrs. Cliff Robinson and Mrs. Fred Gibbs. Both ladies are at home and they and their sons are reported doing well.

The choir of Knox United Church is having a progressive dinner this evening to raise funds for choir equipment and supplies.

Mrs. McCall, corresponding secretary for British Columbia Parent-Teachers' Federation, is to be guest speaker at a P.T.A. tea being held in her honor this afternoon.

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Gov't Takes Over Cable And Wireless

By JOHN DAUPHINEE

Canadian Press Staff Writer

LONDON, 27 — Within two months Britain's Labor government will have authority to nationalize Cable and Wireless Limited but it will be well into 1947 at the earliest before the \$120,000,000 communications system becomes state property.

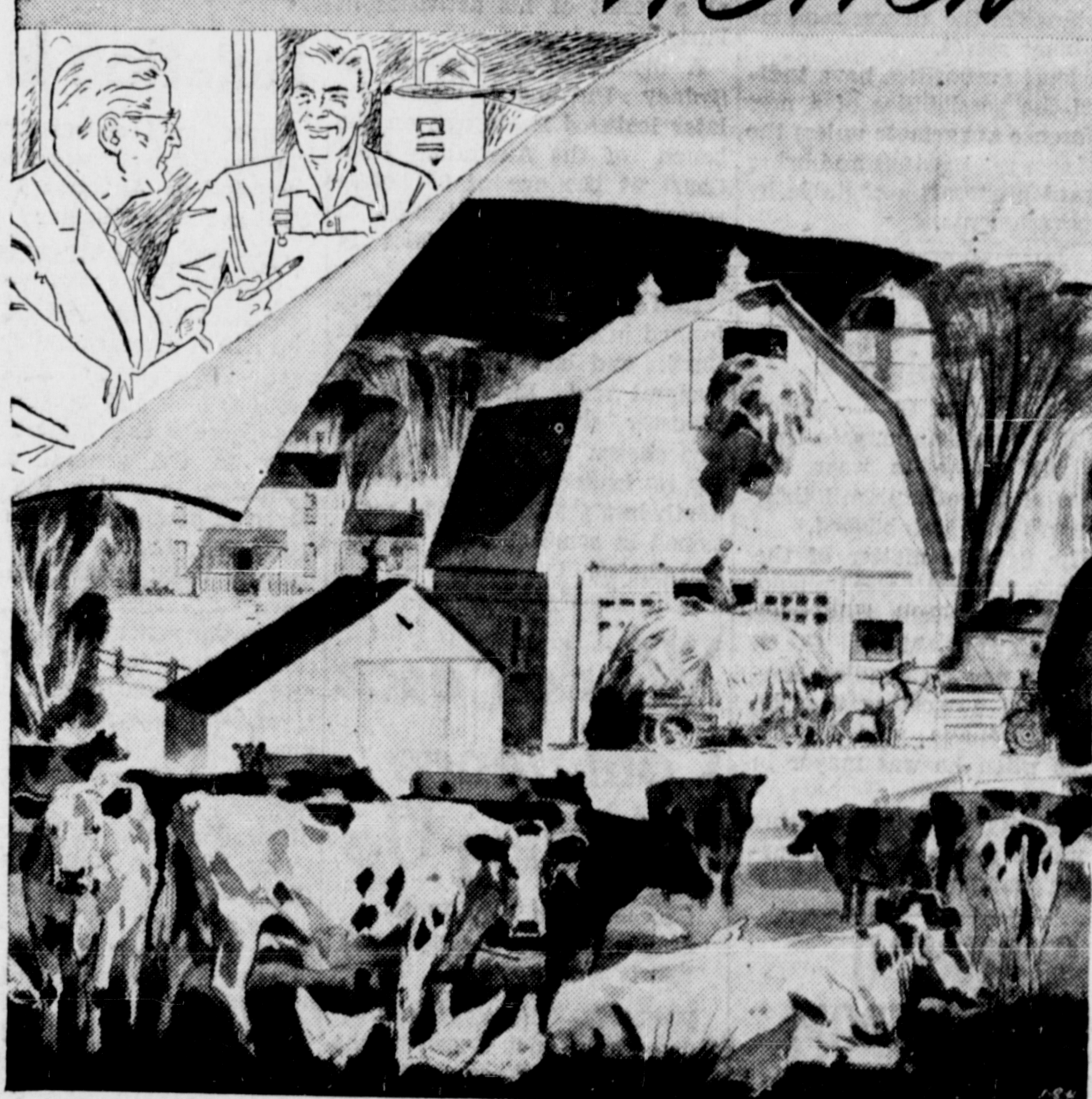
Treasury spokesmen say that compensation proceedings will continue for months. So far there has been no decision on the method of operation under government control.

Even Cable and Wireless, after 10 months' fighting against public ownership, now accepts nationalization as inevitable. It is seeking only delay in implementation until the Dominions and India are ready to set up a government-run Commonwealth system as they decided to do at the 1945 London Communications Conference.

Dominions legislation has not yet been introduced. The British act, however, has passed the Commons and probably will get the Lords' third reading during October. Then the government will be able to take over 155,000 miles of cables and 140 wireless circuits.

"But that will only be the first step," said a Cable and Wireless

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ABERDEEN, Scotland — The city council has ordered 20 of the latest, streamlined 76-seat street cars.