
THE DAILY NEWS

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EDITORIAL

AFTER A TOUR TO ALASKA . . .

Members of the Prince Rupert Chamber of Commerce goodwill and fact-finding tour party, home roads from the Alaska Pan- toric old White Pass Railway is now actually in existence ally attractive regions. The midfrom their six-day tour to southeastern Alaska, find themselves laden with information and ideas about that part of the great northern territory. It will require considerable analytical thought and discussion provide employment in the post transport centre but, owing to to help get installed the proper of Alaska's coastal cities. The to settle upon suggestions which may be offered war period. He pleaded for the the change in the Pacific mili- facilities and improvements for two day steamer ride here would whereby Prince Rupert may co-operate and assist in co-operation of Alaska Pan tary situation, is being to large its extended use. Without these also afford a restful break in a further development and improvement of relationthe Hazelton-Watson Lake road, although its use as a transport ably important in the field of bound from the States to Interships for the mutual benefit of both sides. No doubt a project in the best interests of centre will continue - Prince travel. much can be done along these lines although plans Northern end and The first link in this land - companies might be interested will probably have to be for effect in the post-war Alaska. period when southeastern Alaska, with the return to normal of the mining and tourist industries on which it has always been so dependent, comes back into its own. It is reasonably assumed that, after the war is over, there will be an era of great development and expansion in both the mining and tourist business of the north.

The Prince Rupert business men found at all the southeastern Alaska towns which they visited a keen interest in a fast passenger and automobilecarrying steamship service which would make the Ketchikan are concerned. outlet port of Prince Rupert, now equipped with a highway in addition to the railway, available to the people of the territory and for the use of touriststhe idea being to drive automobiles into Prince Rupert, place them aboard the ships and transfer at Fine Capital Haines near Skagway to the new Haines Highway The party arrived in Alaska's over which they could drive into the Alaska High- fine capital city of Juneau on way and on to central Alaska. Everywhere this pro- Sunday night and was greatly ject was under active discussion and it is something impressed with its well-kept apthat there is no doubt Prince Rupert can actively pearance, up - to - date paved streets and business places and follow up to its direct benefit. Many things in the splendid residences. towns they visited intrigued the interest of the The Alaska-Juneau gold mine, Prince Rupert men but this passenger-automobile which employed 1000 men, has ferry service into Prince Rupert was, undoubtedly, been closed for six months owing the outstanding thing, at least as far as Prince Rupert is directly concerned.

A vital link in the travel chain of which the ferry capital and territorial adminisservice from Prince Rupert to southeastern Alaska trative centre and also as the would be a part is, of course, the Haines cut-off road hub of communications and on the northern extremity from Prince Rupert. Here transportation for southeastern the delegation found the month of Jun the delegation found the road already tied up by a eau is now estimated at about small washout just inside British Columbia beyond 6000 people. A pride of the city the Panhandle strip with the machinery ready to is the splendid community-buil. Rasmussen voiced appreciation small fast ships with comfort- more than one town and the way that will further the unmake repairs but the United States authorities lack- 150 room Baranof Hotel which is of the visit. William Powell of able accommodations for pas- other towns would require ferry dertaking. ing jurisdiction to go across the border and fix it the trimmings and employing a gesting, if tourist business was the handling of autos will be spur from Route A would be one war planning job that is conup. Thus is illustrated just another of the interna- staff of 85. A notable item of to be encouraged, that there needed. Doubtless motor-driven leading to Juneau, but this cerned with building up industional complications which has so long held up busi- public works at Juneau is the must be adequate hotel and res- vessels that can readily be would entail not less than 100 try in Southeastern Alaska—the ness and traffic where crossing the Alaskan Pan- modern bridge across Tongass taurant facilities and exploita- adapted to this service will be miles of construction along the auto tourist industry, the handhandle either into Northern British Columbia, the las. Some of the local delegates ing and fishing. Other speakers the government immediately River, and Taku Inlet, and the senger and freight traffic, and Yukon or again on into central Alaska has been con- were taken for a drive across were Arnold Flaten, V. I. Haan after the war. The wharves at installation of a ferry at one enterprises based on the furcerned. This sort of thing has been going on for 40 this. years now and, with the modernization and sneed- A committee from the Juneau and White Pass Railway, Col. en route will need to be equip- traffic around the faces of the ural resources such as fish, ing up of transport and traffic, it is reasonable to Chamber, headed by Charles W. Tatum, United States Army port ped with simple elevators for take and Norris Glaciers. insist that there may be no further delay in the two tour party on the arrival of the Truckey and Capt. Thomas Cliff, from the ships at any stage of the towns on the Inside Pass perity. A great deal of careful countries getting together and reaching some sort steamer and took them to the The Skagway men at the meet- the tide. Four sailings a week of the towns on the Inside Pas- perity. A great deal of careful of an arrangement to simplify the process of author- Baronoff Hotel. Other Juneau ing were Harold Johnston, sec- from each end of the line would sage of Southeastern Alaska study and planning and, if necity and jurisdiction. The whole thing might well be Chamber of com- seem to be necessary during the cheap, year-round connections casary, a considerable contribueliminated, including that of customs and excise for- during the evening to introduce merce, E. A. Rasmussen, presi- season of heaviest travel, with the road system lying to tion of local public funds in malities in border crossing and re-crossing, by the welcomed the tour party to Patrick Carroll, merchant, Jens of the year. This service could and service over this and the these industries, will be highly probably responsible for establishment of free ports or internationalization Juneau. of territory involved. For instance, Haines, terminus of the new highway, could be made a free port with Chamber members the trip was Al Roelke, cashier of the Bank an international corridor between Lynn Canal and the border of central Alaska.

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GOODWILL LINK WITH SOUTHEAST ALASKA

(Continued from page 1)

in the evening at the Blue Fox. build. Then, at best, it would 40 kan with Prince Rupert and its all of this part of Alaska. \$4.00 highway.

issued by Premier John Hart was financed by local capital. had disclosed that a pass with 500 feet lower elevation had just Day in Historic been found on this route. He Town of Skagway

William Bates recalled the Hazelton northward highway route being discussed at a governor's banquet in Juneau as far back as 1923. However, a road leading out to Burroughs Bay, from which Ketchikan could be reached, had been deemed almost impossible. "The only way for us is to ship our cars to Prince Rupert," said Mr. Bates. "That is the highway in which we here in

The Prince Rupert party made its headquarters during the day at Ketchikan at two rooms made available in the Stedman Hotel.

to labor troubles, fishing has fallen off materially and touris traffic has almost vanished, yet Juneau still flourishes as the

between neighbors and in con- Truckey. nection with the Alaska High- Haines Highway way. He said that Canada and Point of Interest Alaska could be drawn closer and could set an example for the entire world by their neighborli-

In reply, Homer Garvin, presi-Sunday, Monday, Wednesday, Thursday and Friday 4 p.m. for their interest and said that the most important matter to bring up at this time was the proposed car-ferry from Prince

Rupert to Haines. Charles Carter called upon Frank Heintzleman to tell of his car-ferry idea. Heintzleman said the car - ferry between Haines and Prince Rupert was one thing the Chamber should

work for. He said further that the Haines - Fairbanks highway should be maintained as a year-round highway. As it goes over no high summits, that would be easy to do.

aska towns.

that Juneau might be connected Auto Ferry to Alaskato the highway if and when they

subject of the "A" route for a his explanation of the car-ferry north-south highway to connect system and Jack Fletcher, man-Central British Columbia north- ager of the the Baranof Hotel, ward from Hazelton to the Al- told the Canadians that in order aska Highway, support for this to attract tourists accommodahaving already been asked from tions had to be provided. He said cities of southeastern Alaska as a hotel the size of the Baranof against the road north from could be a community enterprise. Prince George. A statement just pointing out that the Baranof

spoke of the possibilities of stub Monday was spent in the his- towns, has come into being. It the route, pass through unusuhandle to connect up with a gateway town of Skagway which (not merely on paper as a pos- | dle water section gives the tourhighway over "A" route, a coun- has been the scene since Pearl sible post-war public work pro- ist the opportunity of seeing the try rich in natural resources, the Harbor of large development by ject) and the task facing the most scenic part of the Inside opening up of which could well the United States Army as a local people along the route is Passage and visiting a number Skagway the northern. As the water-land route is the high- in placing busses in operation way was up to the outbreak of Vancouver, then on through the route and using connecting now and pleasure travellers are Skeena River along the new space. from the White Horse refinery to the whole of Interior Alaska. in connection with the oil de- between Prince Rupert The town was shoved around by are located along this stretc the war construction work but of protected waterway. the Army, before leaving, repaired streets, waterworks and tion route will serve directly

Skagway visit was a drive for sections of British Columbia, the delegates by E. A. Rasmussen Southeastern Alaska and the and Mrs. Emmanuel to Long Bay whole of Interior Alaska. in the direction of historic Dyea.

Prince Rupert by Alaskans.

of the Prince Rupert men indi vidually and spoke in his capa- The Actual city as leader of the party. E. A. Requirements superintendent of the Yukon the terminal ports and towns point on the route to carry the her development of local nat-Carter and Jack Fletcher met the commander, W. F. Stone, Col. the easy handling of cars to and The proposed Frince Eupert- industries which will best inthemselves. Mayor A. B. Hayes dent of the Bank of Alaska, fewer sailings at other periods the south and to the north, one to me of the promote Eveson, collector of customs, likely be provided with two fast land sections of the route can justified. E. T. Kenney told Juneau Louis Emmanuel, restauranteur, taken merely as a goodwill trip of Alaska, Col. Tatum and Col.

port vessel next day carried the sensational gold. thanked the Canadian members of the Haines Highway which ine River and reduced travel up Alaska. Heintzleman said he had con- der, is tied up by a washout, re- S. Barnes, secretary of Wrangell sults far reaching could be protacted a number of steamship pairing of which is delayed by a Chamber of Commerce, and Mrs. duced. He was particularly in. companies as to the car-ferry question of jurisdiction. Haines DeLong, newspaperwoman. plan and reported them as be- town alongside the Chilkoo: As the steamer passed the at- and its international aspect. ing very much interested. The Barracks, banks for its very fut- tractive and prosperous fishing Plans for following up the trip ferries would have to maintain ure existence on the operation of town of Petersburg at the north with Chamber of Commerce ac a regular, fast schedule between the Haines Highway which end of picteuresque Wrangell tion were discussed with Arnold Prince Rupert and southeast Al- passes through the famous Bri- Narrows they wished that it had Flaten suggesting that the Cen-

road would be extremely difficult, and perhaps impossible, to Service From Prince Mention was made of the need of accommodation facilities and a serve only Juneau and not the other southeast Alaska towns, whereas the ferry would serve Rupert and it of the need of accommodation facilities and a other southeast Alaska towns, whereas the ferry would serve highway. E. T. Kenney introduced the thanking Mr. Heintzleman for Alaska Vital to Travel

By B. Frank Heintzleman, Alaska Regional Forester

At this time when new road connections along This city is approximately 850 many projected routes between continental United miles via Calgary from Vancou-States and Alaska are being discussed throughout the distance from Edthe country, the residents of Southeastern Alaska are waking up to the fact that almost over night a existing Alaska Highway on the land-water-land arterial transportation route to the C Route is about 2,000 miles.

north and south, that passes through the full length of their in British Columbia and Alaska region and touches most of their comprising the end sections of

Yukon railway terminus, Skag- way leading out of Seattle to on the highway portions of the war a happy Mecca for tourist Frazer River valley to Prince steamers to carry their passenthrongs but all that is changed George, Hazelton and down the gers over the intervening water looking community with a civi- of the Alaska boundary. the route to reach the Pacific Coast Just the day before the local the new road built this year,

Skagway. An extensive tank in- The water link is the 420-mile States. stallation has been put in there section of the Inside Passage velopment including a 108-mile Haines. Ketchikan, Wrangell, pipe line of four-inch thickness. Fetersburg, Douglas and Juneau

This three-link transportathe Pacific Coast States, most The afternoon feature of the of the more heavily populated Besides facilities to be installed

In the evening the Prince in the water-link, frequent, Rupert and Skagway men met speedy, low-cost transportation in the observation room of the for persons and automobiles steamer where Arnold Flaten must be assured before this opened the proceedings. Presi- route can become a heavily dent W. J. Scott spoke briefly used travelway. This can be reand expressed the hope there garded as the chief determinwould be a return visit to ing factor as to whether not Southeastern Alaska is to be located on an important land takings. In all cases they would highway to the States, it may E. T. Kenney introduced each travel line level north and south.

ferry service available, this the necessary steamers and

connects up with the Alaska the river from Wrangell to a Some of the members of the Highway) (An article on the minimum, gave the Prince Rup- party visited schools in the Al-Haines Highway is carried else- ert men a friendly welcome, askan towns all of which hav. Mayor Dan Barry, Chief War- one sawmill, three salmon can- Rupert. rant Officer Victor Porlier and neries, merged into one as a war Just before greturning to Tech Sgt. Robert Wahl met the emergency, and boat building. Prince Rupert yesterday after.

In discussing the possibility of Rainy Hollow and Squaw to that progressive community of Trade should be consulted.

lior Alaska. Commercial bus

lian population of possibly 500, other land link in this route is States and British Columbia, while the people of Southeastern

> road construction both to con- or perhaps even one of the large nect the local towns themselves bus companies of the States. or to connect any of them with Failing in this attempt a new a north-south transcontinental company for the enterprise highway route lying to the east might be promoted. The possiof this region. None of the towns bilities for a railroad freight soft close of the war, it is doubtful bined. If necessary, the Southwhether even one (certainly not eastern Alaska towns could afwith the States within the fol- auto and car ferry services. As alone that would have to lead place, at least for some time, of down from the Main Route A costly road connections to the highway would be major under- proposed "A" Route all-land involve long distances and great be found that the Provincial construction difficulties. No and Territorial Governments will spur road could directly serve be willing to contribute in some

be started as soon as the war With such passenger and auto situation permits of getting northwest coast travel lane can the Army allows the use of the be expected to have a heavy northern highways by civilirecreational use. The highways ans. Here is a chance for

A United States Army Trans- Creek from which has come which will, no doubt, also play an important part in any new Prince Rupert party to Haines, Wrangell, quiet these days be relations that may be establish-14 miles from Skagway, for the cause the war has almost put a ed between this port and the 10:45 p.m. dent of the Juneau Chamber, purpose of seeing the terminus stop to gold mining up the Stik- cities and towns of southeastern

> where in this paper today). Wrangell, a town on an island, recreational facilities the equal Otto Schoembel, president of the has a population of 1240 persons of which at least, it was agreed. Haines Chamber of Commerce, and its principal industries are should be available in Prince

> delegation at Haines and a drive! A welcome meeting to Wrang- noon the members of the delefor a few miles out the highway, ell was held in the fire hall, the gation gathered aboard the the maintenance of which is Wrangell reception group con- steamer to hear President W. J. evidently going to be an inter- sisting of H. B. Thornquist, bank Scott express appreciation to Mr. national problem following the manager and president of the Kenney for having acted as offiwithdrawal of the United States Wrangell Chamber of Commerce, cial spokesman for the party. Mr. Army, followed. The road has Mayor F. G. Hanford, Capt. W. H. Kenney, in reply, expressed the been affected by recent excep. Barrington, Leo McCormack, Z. opinion that the trip had estabtionally heavy rains and, just M. Bradford, L. B. Chisholm, city lished relationships and producacross the British Columbia bor- clerk, Leonard Campbell, Mrs. F. ed information from which reterested in the Haines corridor

> tish Columbia mining districts been possible to also make a visit tral Interior Associated Boards

Prince George and Vancouver as well as all the cities on the Pacific Northwest, are far distant from the existing Alaska Highway on the C Route, whose southern terminal, when construction is completed, will be the inland City of Edmonton. ver, and 1,000 miles from Seatmonton to Fairbanks along the The total distance from Seattle through Edmonton to Fairbanks is thus 3,000 miles.

All of the towns to be served by this land-sea-land route should start now to get the auto ferry project ready for service immediately after the close of the war, and, when its establishment is assured, to advertise it widely as a tourist attraction.

along and at the terminals of few and far between these days, road extension of this year to Residents of Interior Alaska the proposed ferry route might In fact, it is rather a forlorn Prince Rupert, a few miles south would use the land-sea-land well take the initiative in this by appointing well-qualified men to investigate and make joint recommendations on what acbusiness men arrived at Skag- that joins Haines, Alaska, at the Alaska would find the service tion should be taken by the way, the first gasoline had been north end of the Inside Passage convenient for auto trips either towns to further the undertaksent through the Canol pipe line with Anchorage, Fairbanks and north into the main region of ing. If the project appears featheir territory, or south to the sible, the towns should take conterest an existing steamship The rugged topography of terest an existing steamship Southeastern Alaska discourages company to provide this service, south of Haines can feasibly be car ferry from the Canadian Natied to the existing Alaska High-tional R.R. terminal at Prince way on the far inland C Route. Rupert for Southeastern Alaska If construction of another towns as far north as Skagway, Alaska Highway on the more could well be made a part of westerly Route A were to be this auto ferry study, as the two started immediately after the services might possibly be commore than one) of these towns ford to contribute substantially would have a road connection by some form of subsidy to the lowing ten years. The spur roads the auto ferry will take the

Southeastern Alaska to start cashing in, with no delay, on the great desire that is now being shown by the travelling public to visit Alaska by car as soon as the war is over.

The length of the land-sea-

land route from Seattle, via Southeastern Alaska to Fairbanks, is approximately 2,270

timber and minerals. These are

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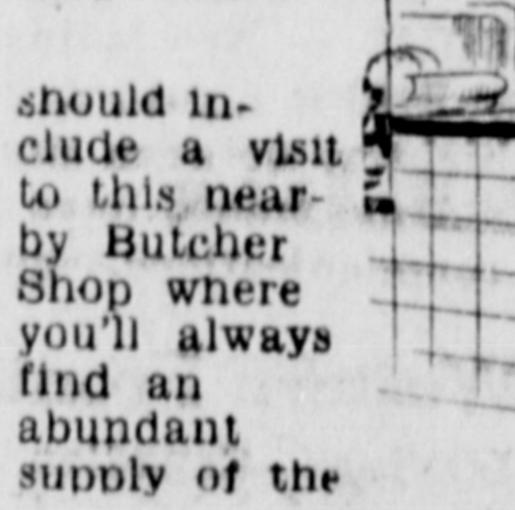
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