and act in its behalf.

Once a survey is made and

the most feasible route chosen

on the basis of facts, all ad-

vocates of the Alaska highway

will have a specific project to

support. Until such a survey is

made no one can say with

authority that any particular

road is the one to support. Un-

til such a survey is made so

that support can be united on

a scientifically chosen route,

government officials of both

Canada and the United States

will be not only embarrassed,

but virtually hamstrung in

their desire to open the north

Daily Edition: THE DAILY NEWS Prince Rupert Thursday, February 22, 1945



Red Cross National Appeal . . .

In March the Canadian Red Cross will make another national appeal for the forces. This year the duty for ser- have found no confirmation whatever. vice by the the Red Cross have been increased to include more of the civilian war-victims of the United Nations who have endured so much during the period of occupation.

The Red Cross Blood Donor Service must be maintained; more food parcels must be shipped to prisoners of war, and comforts for the wounded and troops in the field must go forward. In addition to these services, the Red Cross has undertaken to build lodges at the military hospitals in Canada where patients can meet and entertain their relatives. The Society is also providing assistance for the British wives of Canadian servicemen on their journey across the Dominion. This year the Red Cross has assumed an added responsibility. The Dominion Government has asked the Society to include in the appeal funds for additional aid for Allied Nations to help ameliorate the acute distress in the liberated countries. The Canadian United Allied Relief Fund is collaborating in the raising of this money, thus avoiding a second campaign. The forthcoming Red Cross appeal will be more than ever worthy of support.

hope, far from becoming more justified as time passes, is being increasingly dissipated. Each conference among the this or that route. These susallied statesmen brings more and not picions are not altogether less unity, and the Crimean conference groundless. is the best answer to the German be- many people were ready to do lief that what cannot be obtained by battle in behalf of their own military means may yet be obtained local interests, if the route was through Allied disunity.

The War at Sea . . .

With reference to reports that the route based on an actual surmain units of the German fleet are now vey of available routes. at Copenhagen, London commentators \$10,000,000 to carry on the Society's emphasise that these reports emanate Columbia are asking their prowork, bringing relief and comfort to exclusively from neutral countries, and vincial Parliament to provide

The School Problem . . .

Prince Rupert has as big an edu- selected on a factual basis. cational problem proportionately as Quesnel Board any municipality in the province and Resolution it is imperative that some aspects of the problem receive early attention. Of by passing the following resocourse, it all boils down to the matter lution: of financing. Had it not been for difficulties in connection therewith im- ties are required to open Northprovements and corrections would have ment and development, and

IMPARTIAL SURVEY (Continued from Page One)

But while it was observed that to be decided by local political manipulation, all wanted a highway which would best serve and develop the north country. This was the common denominatora highway constructed over

The outcome is that various communities of central British for a survey to be made of the now unsurveyed proposed highway routes. The position taken by the various boards of trade

is that they all want a highway and will unite behind any route

The Quesnel Board of Trade country for development, and was the first to ask for a survey to thereby complete the next

Ito determine ways and Northwest boards of trade and made apparent by an article in until after the war. It would means of urging the Provincial chambers of commerce, has long the December, 1944, National should be one of the first Legislature to provide for an advocated such a highway as a Geographic entitled "New Road version programs of the adequate and impartial survey key measure in the development to Asia," by Owen Lattimore. In as a basis for factually determin- of the region. Recently, a spe- it Mr. Lattimore describes the ing proper location of the high- cial Alaska Highway committee Asiatic portion of the air route route is very vital to the way through British Columbia to was authorized by that body, from North America to Asia via Coast area." It is believed Yukon Territory and Alaska, and and it is likely the efforts of all Alaska. He describes current referring to the fact that Be it further resolved, that a its member bodies will be co- Russian activity in developing a few jobs will be created representative of this organiza- ordinated through this one com- .Siberia right up to the Bering porarily in construction tion be officially designated to mittee. attend the Vanderhoof meeting

of Mines headed by Frank Wood- airfields have ground service available to returned servi side has long advocated making connections.

the mineral regions to the north Particularly significant to the thern British Columbia, accessible through transporta- mining industry was Mr. Latti- and Alaska as a result tion, and this organization mer's reference to a systematic highway's completion. stands ready to join with all program of drilling by the Rusothers on a properly chosen sian government in the mineralhighway route. The far-sighted ized area of eastern Siberia, conpolicy of Woodside's association stituting a wholesale explorais typical of western mining or- tion program typical of the totalganizations and their keen ap- itarian form of government. preciation of the importance of **Keeping Pace**

transportation to mining. With Russia Good Roads associations and automobile clubs, such as the British Columbia Automobile As- pace with the Russian countersociation led by Frank Bird and the Washington Automobile As-; west frontiers. We will have to, sociation led by Douglas Shelor, step to match the Russians in have pioneered in sound road completing our portion of a construction programs pointing highway which should soon maximum development of high- reach from Buenos Aires to Paris.

Strait, and while he writes of the road, many more opport The British Columbia Chamber air route he mentions that the for gainful occupation , and released war workers i

L NO PRIORITIE We will have to step to keep REQUIRED part of our own Pacific North-Time by Air to VANCOUV

Strategic and Political . . .

armored divisions to ward off the Rus- pert. possible. Thus the present battles in the east ward revision when the time appears and west, though the last of the formal fitting. war, may not be the last which the Allies will need to fight. It is when the agreed on the urgent necessity of im- IN THE MATTEL OF THE ESTATE Allies find that the war is still not won and that there is still more fighting to conditions. It is now to concentrate on be done that the Germans probably hope for that "political breakup" which great a measure and as speedily as they think would save them. But this possible.

J. M. S. LOUBSER

D.C., B.A.

been carried out long ago.

two of which are ancient and decrepit therefore only inadequate but wholly disgraceful promptly undertaken to deter- Northwest Trade Association, ed Alaskan highway in the in- project said: "This project for carrying out of effective education. mine on the basis of facts the composed of leading Pacific ternational scheme of things was doesn't necessarily have to wait They are conducive neither to good to:

buildings have long since outlived their area in British Columbia for physical span and are fit for nothing settlement and development of natural resources, and more than demolition. A new and ex- (2) Provide a direct land tensive school building program is long route through British Columbia. overdue and it is to be hoped at long Yukon Territory and Alaska, last some really energetic steps will be forming a link in a Pan Ameri-taken to remedy this municipal de- highway: ficiency. It is all going to be very dif- And be it Further Resolved. ficult and perplexing but a small start that this organization joins with

is better than no start at all.

explored. For instance, there would a highway based on the find-It seems probable that the Ger- appear to be no more worthy local pro- ings of such an impartial body. mans are determined to make their jects under the category of post-war final stand in South Germany. The reconstruction than the provision of solution was followed Germans threw in eight of their best new school buildings for Prince Ru- of the other central British Col

pointless unless they thought it essen- of which, as a community, we are in The second resolution follows: Allied pressure around Strasbourg Prince Rupert, more adequate salaries Columbia to Whitehorse, and from the west. It is impossible to fore- tain and hold good teachers although survey, now therefore IN THE SUPREME COURT OF

Whereas, transportation faciliern British Columbia for settle-

Whereas, the United States is

teaching or good learning. Two of the (1) Open up the maximum

Every avenue of financing must be in seeking early construction of umbia boards of trade for adop-

sian advance in Bratislava and towards New schools are something which tion; machinery was subsequent-ly created to provide joint action Vienna-an action which, in view of we might well concentrate upon from in pressing the matter before the the imminent Russian offensive, was this time on. Certainly there is nothing current session of Parliament. tial to hold the Bratislava Gap and more urgent need. thereby guard the forefield of their The school board and city council gone on record favoring a surmountain redoubt. Also the Germans are also agreed that, if pedagogical most feasible and practicable have shown extreme sensitiveness to standards are to be maintained in highway route through British Whereas, joint action is neceswhich might lead to the establishment must be paid. It is patent that, unless sary of all Central British Colof bridgeheads across the Rhine and we pay salaries comparable with those umbia communities in oba similar penetration of their positions in other cities, we cannot expect to ob- taining a proper and impartial Be it resolved, that the seccast the exact area which the Germans that does not say that, inadequate retary of this organization adhope to hold, if this is indeed their salaries notwithstanding, we have not vise each Board of Trade and plan. It is clear, however, that the had and do not have many good teach- other organization deemed in-Rhine to the west, the Alps to the south, ers. But it would be that much better if terested of the action taken by and the Boehmerwald to the east, will we were paying higher salaries. The this body., and Be it further resolved, that present the best natural barriers, while school board has already moved to- the secretary on behalf of this to the north they would doubtless try wards an improvement in the matter body, propose a joint meeting of to retain as many industrial towns as of salaries and, no doubt, has in mind delegates of the various intera further move in the direction of up- ested organization be held at ward revision when the time or word of up- vanderhoof at an early date,

to the last link in the North American portion of the Pan American - Inter - continental highway.

successful completion of the pro- tions.

The engineering survey proway facilities. Such organizations know the wisdom of an Alaskan posed by the communities of highway linking together the central British Columbia is the Many powerful organizations North Pacific region. These right approach. When the sur-

favor construction of an Alaska groups will welcome a chance to vey is completed all parties inhighway and seek common swing their solid support behind terested can then unite to get for buildings. The present buildings, land route to Alaska and a will- ground upon which to unite with a route chosen by adequate sur- the highway built. ingness to share in its cost, now others to focus efforts towards vey devoid of political considera- Significantly, Governor Mon Wallgren of Washington; in

Be it Resolved, that survey be ject. The progressive Pacific The importance of a well locat- commenting on M. Bullock's

only 21/2 HRS Full information from Mr. Robert Boehme Prince George Hote AIR EXPRESS-PHON

PRINCE GEOR

from

Canadian Pri AIR **E LINE**

It is something to have everybody provements being made in existing obtaining the necessary action in as the Supreme Court of British Colum-

APPEALS FOR

WAR SUPPORT

KITWANGA, Feb. 22 (Special)

Fresh Local Raw and

Pasteurized MILK

BRITISH COLUMBIA IN THE MATTER OF THE "ADMINIST" "TION ACT" CEASED, INTESTATE. - JIIC : LIME by Order of His Honour Judge Fisher, Local Judge of Estate of All persons inestate are required to pay the amount of their indebtedness to me forthwith and all persons having claims against the said Estate are required to file them with me properly verified on or beday of March, 1945, fore the 31st



ON THE NIGHT of March 31, 1942, Ford of Canada ceased making automobiles for civilians. There was a risk that many Ford dealers thus deprived of their revenue from new car sales, would seek some other means of livelihood. The character of the individual Ford dealers prevented this from

happening. Thousands of Ford owners have continued to receive repair service and civilian transportation has been maintained.

Ford dealers are men of resolution. Faced with this perplexing problem each one exercised his own private judgment, drew on his experience as a member of the Ford organization and charted his course for the future.

Events have sorely tried these men. But, once again, it has been proven that the strong are not beaten by difficulties-that for every one able to stand prosperity, there are a hundred who will stand adversity. So do character and resolution make organizations that endure.

On March 31, 1942, Ford of Canada had seven hundred dealers. There are still seven hundred.

