The Daily News . . .

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MEMBER A.B.C.

Has Command Bogged Offensive

In early September Allied columns were cutting like motor-driven ploughs through France and the Low Countries pursuing, surrounding and demoralizing the best of Hitler's forces in the west, writes L. S. B. Shapiro. The Belgian people laughed openly as Marshal Walter von Model's beaten remnants shuffled through Brussels, Louvain and other cities to the temporary safety of the Siegfried Line.

Gen. Sir Bernard L. Montgomery said, "the end of the war is in sight." General Eisenhower reiterated that 1944 will see the finish if everyone does his job. Plans were being rushed for Victory Day.

Today, four months later, we are not twenty miles closer to Berlin.

The Germans have stopped us at many places. They have recovered their balance and have reconstituted more than a score of new divisions. We are inching forward in dogged, costly actions reminiscent of World War I. Not since Arnhem have we put into play the sort of brilliant, imaginative battle conception that distinguished the first three months of the western campaign. The German heart and propaganda are gaining hope in direct ratio to bleak statements issued from Washington and London on the length and cost of the future phase.

The contrast is stunning and an explanation for it cannot be confined to such reasonable factors as weather, supply, sudden lengthening of our lines of communication, staff college perfection of von Rundstedt's defence measures, and natural fatigue that comes to any army after a long period of hard fighting.

A review of Allied Command arrangements since June 6 reveals one dominating factor which closely parallels the abrupt change in the design of our victory offensive. In early September the arrangements were ended in which a single general commanded all the Allied ground forces in the western European campaign. According to a schedule laid down long before D-Day, General Montgomery relinquished his supreme direction of the land battle and his command was divided among three army group leaders.

General Montgomery, Lieut.-Gen. Omar N. Bradley and Lieut.-Gen. Jacob L. Devers thenceforth reported independently to General Eisenhower's Supreme Headquarters. Each pursued his separate offensive under the guidance and co-ordination of the Supreme Commander. This arrangement appeared reasonable in the planning stage; that it has not worked well during the last four months is a conclusion that cannot be easily avoided.

While General Eisenhower applies his unique genius for organization to keep his various forces supplied, the fundamentally sound campaign slogs forward without striking effect. The two most successful tacticians in the Allied hierarchy — Generals Bradley and Montgomery — find their scope limited to their own army group boundaries and resources. And Lieut.-Gen. George S. Patton's immense talent for pursuit and envelopment is caged by the most formidable of all frontier defences.

There is a growing feeling among the most qualified observers of the present tactical situation that a reversion to the former system of a single ground commander is urgent. The choice of General Bradley of General Montgomery has been widely mentioned as ideal because of their tactical brilliance. Any other qualified general would be acceptable so long as he would be unencumbered by the wide spheres of responsibility which accrue to General Eisenhower's position.

Should Be Settled . . .

Public transport conditions have been badly enough congested for some time in Vancouver even with full operation of all existing facilities but a tie-up of the street railway and bus services, now threatened for next Tuesday, would bring about a completely chaotic situation. Much the same could be said for Victoria and New Westminster. Such a transportation tie-up would affect very seriously the entire industrial and business activities of the three principal British Columbia cities. The effect would soon, indeed, be felt all over the province through delayed deliveries and transmissions as a result of thousands of Vancouver people being unable to get to their jobs on time if at all.

It is most important that everything reasonable and possible should be done by all concerned—the operating companies, the employees and the government—to see that the strike is not actually precipitated. There is a grave responsibility upon all those whose actions may mean the difference between strike or no-strike, It is to be supposed that, should the strike actually occur, the authorities would step in and take the necessary steps to see that service was maintained and a satisfactory and fair settlement reached as no doubt can be obtained if all concerned are reasonable in the matter.

Meanwhile, there is some curiosity on the part of the public generally to know exactly why the National War Labor Board should be upsetting findings of the Regional War Labor Board not only in this dispute but in others such as that in which fish processors are involved.

Will This Be Knockout? . . .

Our eyes have been principally centred of late on the western front which is natural enough since that is where men of our own flesh and blood are fighting. For many the interest in the very important eastern front may have been more or less passing or casual. Announcement yesterday from Moscow that a greater winter offensive than ever is to be launched by the Russians makes us think what a very decisive factor such an offensive might be in bringing Germany to her knees and then permitting Russia,if she chooses to do so, to turn her attention to other fields in the global war where she has so far not been active.

We all know how disastrous past winter campaigns have been for Russia. Another such might well be a knock-out blow.

A new Russian winter offensive in the area of Poland at this time would fit in very well with the current crucial operations on the western front.

Connecting Highway

Wilson on Dewey Road

Burns Lake Mining Engineer Still Stands Out for Hazelton Road to Connect Central B.C. and Alaska

The proposal of Dewey Bullock for a new highway from Prince George to Teslin Lake to connect Central British Columbia with the Alaska Highway does not reflect the considered opinion of the people of northern, central and western British Columbia, declares Walter Wilson, mining engineer of Burns Lake and strong advocate of the Hazelton route for such a connecting highway.

Mr. Wilson writes as follows in regard to the Dewey proposal:

"We have the reprint of Dewey Bullock's article from the October issue of Mining World. Except for his proposed swing to the north end to make the connection at Teslin with the Alaska Highway instead of via Atlin . . . and the continuation of his road through from Fort St. James to Prince George rather than following the road to Vanderhoof on the Canadian National Railway, his proposal can hardly be called new . . . there is not now the same imperative need for an interior highway and Mr. Bullock's article does not reflect the considered opinion of the people of northern, central and western British Columbia and the Alaska Panhandle.

"By starting his proposed highway from Prince George, Mr. Bullock by-passes (the populated areas along the highway between Prince George and Prince Rupert) and takes his road through an uninhabited hinterland. To attain the same northing as Hazelton he would build approximately 200 miles of new road practically paralleling the present road with . . . double maintenance forever . . .

Mr. Bullock is correct in suggesting . . . his road would tap the great Groundhog anthracite and semi-anthracite coal fields . . . which is equal in quality and covers a greater area than that of Pennsylvania. (However) . . . does he propose to truck this coal the 350 miles to Prince George then ship it by rail the 682 miles to Vancouver or the 490 miles to Edmonton? The outlet of the Groundhog, on the contrary, is west and its being brought into production would be felt the full length of the coast. The Hazelton project would give reasonable access to the Groundhog, the centre of which is less than 100 miles from the ice-free tidewater port of Stewart on the Portland Canal.

"Yukon development and population are largely in the Southwest and in the southern half of Alaska. It follows that these points should be considered in any road built to connect our central highway system with the far Northwest and the more immediate Panhandle-British Columbia territory. That is, it should follow the coast line as nearly as possible, compatible with comparably favorable grades, distances, economic possibilities and costs of other roads. The known economic potentialities which, with various laterals, would be made, accessible by the Hazelton project are beyond computation and incomparably greater than the other two routes combined. Geologists claim that the formation is oil-bearing in the vicinity of the coal-bearing areas along this route but the reality has not yet been proven. Being west of the Groundhog area short laterals (from Hazelton connection to the Alaska Highway vit Atlin) would give access to the field . . . Besides the Groundhog there are immense stands of merchantable timber . . . a half million acres of agricultural lands with a mild coast climate and with winters four to six weeks shorter than at Prince George . . .

"On the Hazelton project the rock work is negligible. There are no swamps to cross. There is but one major engineering undertaking throughout its length, that of crossing the Stikine river near the mouth of the Tahltan river about 12 miles above Telegraph Creek village. Here a 500-foot suspension bridge is required between the opposing cliffs. Otherwise there are few bridges to be built and these are mostly small and inexpensive. The route itself follows the Kispox river to its source and over its height of land. Next, the Naas river valley and following its branch the Bell-Irving river to its headwaters, over the divide to the Iskut river which we follow to its source, down the Klastine river to the Stikine crossing and up the Tahltan river and to Shesley, down the Shesley river aways breaking over to the Dudidontu and Nahlin rivers by the MacDonald pass and on to Atlin, joining the Alaska Highway a few miles east of Tagish.

"Cost of the "B" (Trench) project was estimated at $18,000,000, Prince George to Watson Lake. The cost of the route proposed by Mr. Bullock is given at $14,000,000; the cost of the Hazelton project should certainly not exceed $10,000,000.

"The eyes of this continent have largely been focussed on the Northwest since the start of the war and development appears to be the order of the day. Seaway traffic safe once more and Haines, now getting underway, will give an additional distributing point to Alaska. A highway connection is well warranted also, particularly one that will carry its own weight. No other highway that has been suggested so far can offer advantages equal to those of the Haelton project."

IN THE SUPREME COURT OF BRITISH COLUMBIA
IN PROBATE
IN THE MATTER OF THE "ADMINISTRATION ACT"
and
IN THE MATTER OF THE ESTATE OF JOHN VOLLAUG, DECEASED, INTESTATE

TAKE NOTICE that by order of His Honor, W. E. Fisher, made on the 18th day of December, A.D. 1944, I was appointed Administrator of the Estate of John Vollaug, deceased, and all parties having claims against the said Estate are hereby required to furnish same, properly verified, to me on or about the 29th day of January, A.D. 1945, and all parties indebted to the said Estate are required to pay the amount of their indebtedness to me forthwith.

DATED at Prince Rupert, B.C., this 19th day of December, A.D. 1944.

ALBERT E. RODDIS,
Official Administrator,
Telegraph Creek, B.C.

IN THE SUPREME COURT OF BRITISH COLUMBIA
IN PROBATE
IN THE MATTER OF THE "ADMINISTRATION ACT"
and
IN THE MATTER OF THE ESTATE OF JOHN LOGAR, DECEASED, INTESTATE

TAKE NOTICE that by Order of His Honor, W. E. Fisher, made on the 22nd day of December, A.D. 1944, I was appointed Administrator of the Estate of John Logar, deceased, and all parties having claims against the said Estate are hereby required to furnish same, properly verified, to me on or before the 30th day of January, A.D. 1945, and all parties indebted to the said Estate are required to pay the amount of their indebtedness to me forthwith.

DATED at Prince Rupert, B.C., this 23rd day of December, A.D. 1944.

GEORGE H. HALLETT,
Official Administrator,
Atlin, B.C.

HOME FOR CHRISTMAS—Some day it will be possible to tell the tales of derring-do of the First Special Service Force, that mystery force which drew picked men from the armies of two nations for its ranks. They are parachutists, infantrymen, and generally military jacks of all trades whose exploits eclipse the legenday epics of the Foreign Legion. Here are some of them who returned to Canada from overseas on Christmas Day after action for the most part in the foothills of the Italian Alps. This action required their employment as super-infantry, scaling to the attack up granite precipices on whose peaks the Germans had dug in to position calculated to be impregnable. They are: (upper) Sgt. G. A. Bradley, Ridgeville, Ont., Pte. L. Coleman, Toronto, Sgt. V. Holdsworth, Jamestown, N.Y., J. H. McInnis, D.S.C. (U.S.), Toronto, Pte. C. H. Rowe, Huntsville, Ont., Sgt. R. Burton, Richmond Hill, Ont. (lower) S/Sgt. Raymond Labrosee, Pte, Archie Houston, and Sgt. Russell Bremmer, all of Montreal, and Sgt. Clarence Trites, Campbellton, N.B. (Canadian Army Photo).

SOMEWHERE IN ENGLAND, (?)—Seven artillerymen helped to clean up debris from a bombed pub here and stumbled on an unexpected dividend—554 ha'pennies.

"Are you the man who saved my little boy from drowning?"

"Yes."

"Well, where the hell's his cap?"

A statistician is a man who draws a mathematical precise line from an unwarranted assumption to a foregone conclusion.

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