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## As I See It

BY  
Elmore Philpott

### Key to Alaskan Growth

IT IS impossible to exaggerate the tremendous importance to the growth of Northwestern Canada and Alaska implied in the proposed establishment of an international rail and highway commission. A bill to establish such a commission has passed the Senate and is now in the House.

The 11-member international group would study the feasibility of a highway and or railroad up through the Rocky Mountain trench of western Canada stretching from some point in the Pacific Northwest and running possibly all the way to Fairbanks. The western B.C.-Alaska link is not a new idea, having first been advocated by the late Alaskan engineer Donald MacDonald. The Army Corps of Engineers also surveyed the route in 1942.

Such a link, either by rail or highway, would open up the richest mineralized area on the North American continent. Northern British Columbia and the Yukon Territory is a vast storehouse of largely undeveloped mineral wealth. All that has blocked development has been lack of cheap and adequate transportation.

This link also is a key to the defence of the North Country—as some refer to the geographic and economic region encompassing Alaska and northwestern Canada. Movement of heavy material, for instance, still is entirely dependent on vulnerable sea transportation. The trench route is protected and a highway or railroad through it would afford speedy transportation to the north.

But the real advantage of such a route lies in the impetus it would provide for the economic and population growth of Alaska. Such a link, with connecting spurs, would virtually open up all of Alaska to development of one kind or another, resulting in a positive factor in stabilizing the region's economy.

A stabilized economy is one of the first requirements to continued growth of Alaska. It would advance the cause of statehood to the point where the Congress and the administration could no longer ignore it. It would dissipate, perforce, the only valid objection to statehood.

The value of another highway up through western Canada into Alaska cannot be underestimated in the benefits it would bring to such cities as Anchorage and Fairbanks. Economically, it conceivably could offset the harmful results which would follow the pulling out of the gigantic Alaskan military establishment supporting these cities, should that happen in the future. The railbelt cities would become great transportation centres servicing the regions opened up by this link.

The coastal cities of south-eastern Alaska and British Columbia, joined by spur lines, also would feel the invigorating economic impulse generated by this line. Seattle, too, which might become the southern terminus, would prosper. Fact is, it is hard to see how any area could fail to expand and develop.

If the administration truly wants Alaska to grow it must support this bill laying the groundwork for such a link. There's too much at stake.

—Daily Alaska Empire

### Swedes Lead World

STOCKHOLM—In event of outright war, Sweden expects to have only seven minutes warning of an attack from Russia.

However, the Swedish authorities do not appear to believe that nuclear war can come upon them quite like such a bolt from the blue. They seem to think that there will be some storm clouds in the sky which will give them enough advance warning to get their whole population ready for the shock.

They intend to do this by planned decentralization of the whole population with advance removal from bigger cities of the old, the young, the sick.

Putting all key forces, and especially the fighting forces, in positions where they cannot be destroyed by Russian H-bomb attack. They have already built, and are still building a vast system of underground shelters.

Until you see these shelters with your own eyes, they might sound fantastic. There are, for instance, shelters for navy ships concealed in what look like solid walls of granite cliffs. Whole air force jet squadrons operate from underground bases. Army units have their shelters.

So have certain munitions factories. Whole hospitals have one establishment above ground and a duplicate ready-and-waiting apparatus down below the solid granite.

BUT THE most amazing feature of Sweden civil defence setup are the underground shelters for the civilian population. The biggest of these is capable of housing 20,000 human beings.

AS MIGHT BE expected, the rapid changes that are taking place in the techniques of war-making are having sharp repercussions in Sweden as everywhere else.

There are some who say that the huge underground shelters which Sweden has built, at great expense, are just so many useless, costly white elephants.

This school of thought holds that an H-bomb falling near the mouth of an underground shelter would either kill all the inmates by the intense heat or trap them in spots which because of exhaustion of the air outside, would mean eventual suffocation for the massed thousands.

The answer to this is the old Scottish verdict: not proven. As of now, all the evidence is that shelters of the type already built in Sweden would protect human beings, even against the worst H-bombs.

However, I think that all the evidence available in Sweden is that they too are swinging to the idea that the best defence against H-bomb attack is to disperse the people into groups of not more than 15,000 so that no one bomb could kill more than 15,000 people.

Two ambulances from this Fraser valley town 98 miles east of Vancouver took the three to hospital at Chilliwack, 33 miles on arrival. The adults, believed west of here. The boy was dead to be his parents, were in fair condition.

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### No Tuna Sighted By Patrol Boat

VANCOUVER — A tuna patrol 100 miles offshore in the Pacific by the department of fisheries vessel Howay was unsuccessful in finding any sign of the elusive albacore.

Fisheries officials here reported the Howay made a three-day sweep of likely tuna waters and trawled for most of one day but without result. The Howay expects to make another patrol in two weeks in its efforts to locate the prize tuna for B.C. commercial fishermen.

and of enabling them to live, with food, water, toilet facilities and the other necessities of survival all provided.

There is even provision of a pure air supply for many hours thus providing protection against poisoned air outside or the total exhaustion of the air supply, which is said to be a feature of big H-bomb explosions.

THE SWEDISH authorities tell me that they started to build their underground shelter system in 1915 almost at the start of the First World War. They have never really stopped improving and enlarging their system.

They have worked out a most ingenious system of paying for these vast underground works. There is a three-way split, the national treasury pays about a third, the city pays about a third and a private profit company pays the remaining one-third.

The company operates the shelter in peacetime. As parking space is at a premium in Stockholm as everywhere else in the world, there is a good deal of revenue from parking fees—and for underground repair garages, etc.

With the last half of the year the business boom has entered a new and highly significant phase. The durable goods industries now are contributing to its momentum. They actually are expanding at a faster rate than the consumer goods industries.

That's a change of major importance. For hitherto the durable goods industries have been lagging in the economic picture. At the start of the year, when the consumer goods industries already were commencing to show signs of strong revival, they were 45 per cent below their 1954 level. And they continued to slump during the first quarter of the year. It wasn't until towards the end of March that any plus signs started to appear in their statistics.

But from that time their progress has been rapid. Now they are out-performing the consumer goods industries in the strength and vigor of their upward drive. Latest figures show them 6 per cent ahead of a year ago.

Amongst Parliament Hill economists this upward surge of the nation's heavy industries is regarded as important for its psychological implications. For consumers don't buy costly durable goods—motor cars, refrigerators, TV sets, electric stoves, furniture, and similar accessories—unless they feel substantial confidence in the future. And business firms don't make investments in heavy capital equipment unless they feel reasonably certain of getting their money back and a profit as well.

In brief, it is a recognized economic maxim that no era of expansion in a nation can endure long without a sound basis of wide public confidence underlying it. Thus the confidence now indicated by the strength of the durable goods industries adds a lot of psychological muscle to the present business boom. It at least makes it evident that economic fear currently has no place in the general public mind.

In addition, the upward surge of the heavy industries is having a very direct effect upon the employment picture and the economy generally. This is the season when normally the economy dips moderately to reflect the season of inventory and holiday shutdowns in many plants. But this year there is no mid-summer slowdown. Instead, employment continues to gain steadily if moderately. The reason is the stimulus which the expansion of the heavy industries has contributed.

In government economic circles the opinion is general now that 1955 will wind up as a record year, surpassing even the notable performance which 1953



MISS LOUISE SUTHERLAND, 29, a registered nurse from Duncan, N.Z., stops briefly in Calgary on her world tour. Previous to her arrival in Canada she has visited England, Scotland, France, Belgium, Holland, Germany, Switzerland, Italy, Yugoslavia, Greece, Israel, Jordan, Lebanon, Syria, Iraq and India. (CP Photo)

### OTTAWA DIARY

By NORMAN M. MacLEOD

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## Ray REFLECTS and REMINISCES

Americans have just observed the 200th Anniversary of the humiliating defeat of General Braddock, and 1,400 British regulars—nowadays a fortnight's highway death toll. Braddock was badly beaten. If he'd followed the advice of young George Washington, the outcome, while still quite hopeless, would not have been as great a blow.

Trade and Commerce Minister Howe announces "an unexpected boom in Canadian exports." On the same day Prime Minister St. Laurent announced that government will build three penitentiaries, as seems, therefore, that Canada has an unexpected boom in crime.

It is pleasing information to many Canadians that Nebraska has been found to be the healthiest place in the United States—not Florida and California just Nebraska. The prairie folk in Canada are immediately cheered up, as Nebraska is as real like Manitoba, Saskatchewan, and Alberta than it is like any

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**LT-CMDR. GEORGE H. MAILLOW** of Saskatoon has been named to command the navy's first helicopter anti-submarine unit. The unit, made up of six Sikorski HO4S-3 helicopters, will operate principally from the aircraft carrier Magnificent.  
(CP from National Defence)

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