

## Alaska Road Drivers Have To Be Tough

Special to The Vancouver Sun  
**DAWSON CREEK, March 17.**—"Fort Nelson or bust" has been the cry of more than 240 drivers of half as many trucks carrying tons of airport and Alaska Highway material there from this rail-head town for the past two months.

A reporter, who made the gruelling 365-mile trip with a pair of veteran skidders to that far-northern point—known only within the last two years as a trading post—knows now the full meaning of "or bust."

The 29-hour haul was punctuated by only three stops of 30 minutes each for food at wayside camps erected for the army or drivers rushing through the vital materials before the spring breakup.

### DEEP MUSKEG

The trail, rich in the romance of fur trading, passes through miles of timberland, windswept plain and muskeg so deep in the summer that a 20-foot pole has failed to reach bottom.

The Fort Nelson trail crosses 17 creeks and three rivers from Fort St. John, each of them sunk deep in steeply-banked hollows and valleys over which the trucks are put to hitherto-unknown tests of endurance.

The reporter travelled by dog team the two and one-half miles from the fort, which traces its founding in the early part of the nineteenth century, to a modern airport.

### HARD ON DRIVERS

A few miles west of the airport is the starting point of a modern road which will extend 50 miles west to act as a spur into Fort Nelson for the Alaska military highway, the Burma Road of the New World.

At the fort, the skidders dump their loads, eat a hasty meal and head back for Dawson Creek, rarely stopping for a moment's rest. The pressure is beginning to tell on these hardy northern drivers. The reporter, on the return trip with a lad who had not slept for 36 hours, saw evidences of this.

A truck pulled over to the side of the narrow road with a stove-in radiator, the result of a head-on crash.

There are many such stops along the tortuous Nelson trail which tell the story of drivers pushing themselves beyond the limit of human endurance, but 24 hours a day, seven days a week, tons of freight are transported over the old freight trail.

## Manitoba Bans Coffee Cream

**WINNIPEG, March 17.**—Mr. and Mrs. Winnipeg went without cream in their coffee today after a previously unannounced order of the Milk Control Board of Manitoba went into effect at one a.m.

The order bans all sales and distribution of coffee cream, except in wholesale quantities to hotels, restaurants and hospitals and charitable institutions. The order also bans sale and distribution of quarter-pints and pints of whipping cream and pints of buttermilk.

Henceforth, householders must do without coffee cream altogether and if they wish whipping cream must buy it in the half-pint quantity or the full quart. If they want buttermilk, they must buy it by the quart or not at all, board officials said.

It is also ruled that one distributor only can supply one store with milk products, and there can be only one delivery a day.

The new order was reported by the board to be in line with similar actions already in force in several Ontario and Quebec cities in the interest of national economy.

## Navy Men Show Prospective Buyers Over Seized Jap Fish



All day long scores of prospective white buyers chug up and down rows of surrendered Japanese fishing boats tied up at a West Coast port. At the left is a small boat in charge of a navy man taking the buyers out for a look at the vessels. At the right the prospective purchasers look over the craft as a naval guard looks on.

## I Cover the Waterfront

## Auto Assembly Line Technique for Ships

Method Secretly Adapted From Motor Car Industry; Seek More Gas for Larger Pleasure Boats Here

By DON MASON

West Coast Canadian shipyard management and labor today made a bid to speed up steel freighter construction by introducing piecework riveting (see story Page 13) . . . but a Canadian Press story from Washington makes our speedup seem slow by comparison.

Don't think I am belittling British Columbia's speedup. I am merely recording announcement of an amazing new ship-building technique developed by that amazing country to the south of us.

It seems that 200 Liberty cargo ships are to be built by means of a secret adaptation of the automobile industry's assembly line technique.

The U. S. Maritime Commission says that a new yard—equivalent to 28 conventional shipways—will be built near New Orleans, and the 200 freighters, each 10,500 tons, are to be completed before the end of 1943.

Company concerned is the Higgins Industries, Inc. of New Orleans. At the same time, says the Canadian Press, the commission announced award of a contract to W. A. Bechtel Company of San Francisco for a six-way shipyard to be built at Sausalito, and construction of 34 Liberty ships. The total cost of the two contracts is estimated at \$400,000,000.

### SEEK MORE GAS FOR NIGGEE BOATS

Nanaimo City Council has unanimously endorsed a resolution from Maple Bay Yacht Club seeking co-operation for a petition sent to Ottawa asking increased gas rations for boats capable of carrying ten or more passengers.

"The object is to keep the vessels in commission all year round, 'in the interest of the war effort.' They would be prepared for instant action in the event of enemy attack, to expedite civilian evacuation where necessary, assist in conserving food and provide vital service for the armed forces, the resolution states.

## On Leave



**D. J. McMILLAN**—Wireless operator with the Royal Canadian Navy, who is home on leave from active service and is visiting his parents, Mr. and Mrs. W. McMillan, 2240 Mannerling Avenue. He is a former student of John Oliver High School and left the employ of the B. C. Telephone Company to join the navy a year ago.

## The Tides

| NEW        | HIGH       | LOW        | LAST       |
|------------|------------|------------|------------|
| 1:55 A.M.  | 12:54 P.M. | 1:55 A.M.  | 12:54 P.M. |
| 2:55 A.M.  | 1:54 P.M.  | 2:55 A.M.  | 1:54 P.M.  |
| 3:55 A.M.  | 2:54 P.M.  | 3:55 A.M.  | 2:54 P.M.  |
| 4:55 A.M.  | 3:54 P.M.  | 4:55 A.M.  | 3:54 P.M.  |
| 5:55 A.M.  | 4:54 P.M.  | 5:55 A.M.  | 4:54 P.M.  |
| 6:55 A.M.  | 5:54 P.M.  | 6:55 A.M.  | 5:54 P.M.  |
| 7:55 A.M.  | 6:54 P.M.  | 7:55 A.M.  | 6:54 P.M.  |
| 8:55 A.M.  | 7:54 P.M.  | 8:55 A.M.  | 7:54 P.M.  |
| 9:55 A.M.  | 8:54 P.M.  | 9:55 A.M.  | 8:54 P.M.  |
| 10:55 A.M. | 9:54 P.M.  | 10:55 A.M. | 9:54 P.M.  |
| 11:55 A.M. | 10:54 P.M. | 11:55 A.M. | 10:54 P.M. |
| 12:55 A.M. | 11:54 P.M. | 12:55 A.M. | 11:54 P.M. |
| 1:55 A.M.  | 12:54 P.M. | 1:55 A.M.  | 12:54 P.M. |

## Jap Boats Already Serving in Forces

As the army and RCMP quietly goes about the task of rounding up Japanese, their cars, cameras and radios, the Royal Canadian Navy is keeping an efficient eye on the Japanese fishing fleet tied up at a west coast port.

Much has been done by the RCN since those first days when all Japanese fishermen were ordered to surrender their boats, and a survey of the fleet tied up under naval supervision shows that a quiet but efficient job is being done.

It is estimated that about 700 boats are still tied up out of the original 1200 that were ordered surrendered. Buached, together, bow to stern in three or four long rows, they are visited daily by prospective white buyers.

### NAVY-USING SOME

Of the 500 that have gone some are now in the service of the Royal Canadian Navy and Royal Canadian Air Force with the rest sold to responsible white fishermen.

Those left are being kept shipshape by a crew of sailors, who are reconditioning the boats that need work. The navy even maintaining a small shop with ways where a small vessel can be drydocked, her hull examined or prop repaired. For this work an expert

enced crew from Esquimalt is continually kept busy.

Government marine surveyors are on the job to see that both buyer and seller get a fair deal.

Supervision of the immobilized fleet and its sale are under direction of Lieut.-Commander J. R. Elfert, a man with the face of a real sailor whose service ribbons tell the story of his years at sea. With his officers and men he is doing this important job quietly but efficiently.

### SHIPS IN SHAPE

A ferry service has been established from the dock to where the fishing boats are tied up and from early morning until sundown scores of prospective buyers swarm over the small vessels accompanied by a navy man.

Most of the 700-odd boats that are left are in good shape and it is expected that the entire fleet will be disposed of before long. But until every one has gone there'll be the ever-watchful eye of the navy on the job.

Many of the officers in charge of the Japanese boats are members of the Fishermen's Reserve—men who know a fishing boat from bow to stern. One of these officers who conducted a Vancouver Sun reporter on a tour of the fleet is Coxswain E. Elk, all his life a fisherman until the Royal Canadian Navy called him to the colors last Christmas.

## Export Trade, Forestry Gain

**OTTAWA, March 17.**—Canadian business activity in February approached the high January level with marked expansion in export trade and forestry operations, the Dominion Bureau of Statistics reported today.

Minor reaction was shown in the dairy industry with the cheese output at 3,700,000 pounds compared with 4,400,000 pounds in January. A marked expansion was reported in export shipment of canned salmon.

The forestry production index advanced from 127 to 134. The export of planks and board rose from 103,000,000 feet to 129,000,000 feet. Increases were also shown in the exports of shingles and woodpulp.

The construction index dropped from 118 to 99 and a recession was also reported in railway traffic with the index, after seasonal adjustment, dropping from 149.1 to 140.4. Domestic exports rose to a high level for the month with a total of \$166,500,000 compared with \$150,500,000 in January and \$99,600,000 in February 1941.

## Pioneer Electrical Engineer Retires

**ST. JOHN, N.B., March 17.**—Frank P. Vaughan has retired after 50 years' service as an electrical engineer, becoming the acknowledged leader of his profession in the Maritimes, an inventor of radio devices.

Mr. Vaughan got his first practical training helping to install one of the earliest telephone switchboards in the Dominion in Vancouver in 1892.

## M.P. Has Plan to End Farm Problem

**OTTAWA, March 17.**—J. A. Marshall (N.D.) Camrose, told the Commons yesterday that if he were "made a dictator for the purpose of doing only one thing as a contribution to the food life," this is what he would do: "I would put the minister of agriculture (Hon. J. G. Gardiner), the minister of trade and commerce (Hon. J. A. Mackinnon), and the members of the (House) agriculture committee, into a room together and keep them there until they had solved the problems of food and

## More Traffic For Railways

Rationing of tires and gasoline will undoubtedly add more traffic to the rail lines, but this traffic will be taken care of, W. M. Neal, Winnipeg, vice-president, C.P.R. western lines, said here today.

Mr. Neal came here from Edmonton, after a flight to Fort McMurray with Grant W. G. McCaachie, assistant in charge of Canadian Pacific airlines. He left immediately for Victoria. He was accompanied by Mrs.

## Weather Report

| Tuesday, March 17                                   |  | Wednesday, March 18             |                       |
|---|--|---------------------------------|-----------------------|
| Vancouver and vicinity: Slightly lower temperature. | Victoria and vicinity: Slightly lower temperature. | Ottawa and Kootenay: Unchanged. | Yesterdays' Max. Min. |
| Vancouver: 45-58                                    | Nelson: 47-57                                      | Victoria: 45-58                 | Vernon: 47-57         |
| Maritime: 47-57                                     | Seattle: 40-51                                     | New West: 44-54                 | Calgary: 40-51        |
| Edmonton: 32-41                                     | Winnipeg: 41-50                                    | Regina: 30-39                   | Saskatoon: 32-41      |
| St. George: 33-42                                   | Winnipeg: 34-43                                    | Calgary: 38-47                  | Edmonton: 32-41       |
| Victoria: 45-54                                     | Seattle: 40-51                                     | Portland: 40-49                 | Albany: 38-47         |

## Discuss Tea,