

Shipyard, Factory Workers Eager to Rent Evacuated Jap Homes Here

Regulations Hamper Disposal Of Property on Powell Street

Brisk demand for housing has resulted in a waiting list for rental property in the "Little Tokyo" section of Vancouver, according to a representative real estate firm, designated by the Custodian of Enemy Property as an authorized agent.

Houses in good condition, vacated by Japanese in the mass exodus to housing projects outside Pacific Coast defense zone under order of the I. O. Security Commission, are much in demand by workers in shipyards and factories.

"They are picked up as soon as listed, and there is even a waiting list," said G. H. Johnston, Vancouver's I. O. Security Commission MUST CONSULT CUSTODIAN.

However, there are complications to renting or disposing of Japanese-owned property. Whether structure, interior or enemy alien residing in Japan, disposition of Japanese-owned property must be supervised by the custodian.

Many Japanese evacuated from this area listed property with agents without first consulting the custodian. Agents now consult the custodian, but the time comes when trying to deal with the owner through mail delayed by censorship regulations. This has slowed many transactions.

Whether listed for sale or rent, the custodian must give official sanction to whether all encumbrances or outstanding debts have been cleared on the property.

"Thus the delay in satisfying housing demands in the city's overcrowded ghetto."

Overcrowding seen in the Powell street section of Vancouver, formerly occupied by Japanese almost exclusively, disclosed that there has been immense over-crowding, although health conditions could not be classed as a menace.

Reviews of sanitary and health regulations by the city inevitably left the older section of the city behind. Five dwellings were found on one 50-foot lot in one place. In another section two families were found living in a two-room house.

Yet in most cases dwellings were not unsanitary. The outward appearance of many houses belied a clean interior. Plumbing was usually old but adequate. In other places Japanese communal baths had been added, without permits.

Few improvements asked. There appeared to be a reluctance on the part of owners, both white and Japanese, to spend money on these properties and the Japanese did not press owners and agents for improvements.

Several dwellings which have stood for 40 years or more, have been condemned and will be torn down by city order. But W. A. Mallett and L. E. Robertson, investigators for the City Health Department, believe most that can be made comfortable and habitable.

Better-class houses in the east Hastings district have a ready market, regardless of whether they have been occupied by Japanese or not.

A problem appears to be disposition of stores and business property on Powell street. In this district, there will be a demand for these places of business.

Conversion unlikely. It is unlikely that many will be converted into dwellings, as the cost of construction, wiring and plumbing now would be prohibitive.

City regulations require owners of property to make necessary repairs before renting. This has placed many Japanese in an awkward position owing to their removal to work and housing projects, and internment camps.

However, white owners are faced with accepting this situation or losing income from houses. It is expected adjustments will be made in the case of Japanese-owned property under supervision of the custodian.

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JAPANESE "ARMS" CACHE—City workmen demolishing one of several condemned houses in the Japanese section of the city off Powell street Friday uncovered an "arms" cache menacingly realistic. In the back-room of a dilapidated house in the 300 block Powell street was a large box jammed with toy machine guns, made of wood, they gave forth the realistic stutter of a "Tommy" gun. City Health Inspectors W. A. Mallett (left) and L. E. Robertson are shown examining the find.

MAN WITH THE GRIP A WAR "MILLIONAIRE"

By CECIL SCOTT. "You're looking at a millionaire—all but the million dollars," said a ruddy-haired man as he bent to flick the hotel towel over his shifty shoes.

Pete is "on the road" for a big Vancouver wholesale house. He'd been driving all day, but his blue trousers were well creased, his hat jaunty, smile quick and step light.

Outside on the street, Pete's big car was a trifle dusty, its tire treads losing their pristine sharpness. They'd carried him through four towns that day, waited patiently outside a score of stores while he filled his order book. Pete regarded his bus fondly through the window.

NOT QUITE HIS. "Sally's a good old wagon," he said as he turned the stairs. "Her clock says 95,000 miles, and she purrs like a kitten."

"Agent that million dollars," remarked Pete when we sat down to a steak. "It's the war that started to give it to me and it's the war, by Jiminy, that won't let me have it."

"You know, lad," he continued modestly, "commercial travellers like me are the salt of the earth. When people have money, like today, it's the salesman that teaches them to buy, and we make 'em buy right. No shoddy stuff for us."

"Why, one off-color shipment to a customer and your friend Pete might as well sell old Sally and settle down on a farm. So we stock the stores with saleable goods, tell the storekeepers what will sell the best, give a hint on displays, throw in a little talk on merchandising, leave a close check on credits and trot back to headquarters to collect commissions."

"In good times we're happy. Bad times, we go chugging along, selling a bit here, putting in a sales talk there, just keeping alive the business of the country until it bounces back. Boys like us can't afford to lie down in depression. We fight our way through 'em—'til they're shoddy buys from a flumm drummer."

"I'M FEELING GOOD." "And now along comes the war and fills people's pockets. Hungry people—old people that haven't bought for years. I fill my book in a couple of towns, and all over the country a 'old start moving and factories get busy and everybody's working. Busy and everybody's working. Salesman stuff, you know?"

"That brings more orders, and so I see my million dollars (or my good share of it) come rushing towards me over the horizon. Me, I'm feeling top-notch. When a salesman's happy, all the country's doing well."

"Then, bang, comes the 1942-3. "No more supplies. Well, the boys in the front need their special kind of goods. And, heavens above, they're entitled to it. So I'll keep on selling what they give me to sell, and I'll find out at headquarters what substitutions can get us and be a good ambassador between the retail stores and the factory—if they'll just give me the chance."

"And that's where you come to, my lad. Tell those folks at Ottawa that they need us commercial travellers. They need us bad. There's an army of 40,000 salesmen in Canada—less a lot 'shove' jobs—just looking for a chance to help clean up the war and get back to business."

IN NEW YORK. "Tell Ottawa you want to sell, but you can't. We're not high on our heels. Those days have gone forever when you overstocked customers, then

Johnson Given New Command

Appointment of Air Vice-Marshal G. O. Johnson, 46, former head of Western Air Command in Vancouver, as air officer commanding No. 1 training command of R. C. A. F. at Toronto, was announced today by air force headquarters at Ottawa.

The air vice-marshal is well-known in this city, having come here as head of the Jericho station and Western Air Command in 1938. He was promoted to an air officer commanding No. 1 training command of R. C. A. F. at Toronto, was announced today by air force headquarters at Ottawa.

Johnson served in France on offensive aerial patrol with the R. A. F. during the Great War and won Military Cross and Croix de Guerre with Bronze Star.

Air Vice-marshal Johnson, at present deputy chief of air staff, will assume his new position immediately, succeeding Air Vice-marshal G. E. Brockles, who goes overseas to assume an important post at R. C. A. F. headquarters in Great Britain.

Finds Wedding Ring 24 Years After Loss

BROCKVILLE, Ont., July 18.—(CP)—Twenty-four years ago when her husband was serving overseas, Mrs. H. B. Henderson of nearby Oxford Mills lost her wedding ring digging potatoes. She was wearing potatoes in the same garden yesterday when she saw a circle of gold. Yes, it was the same ring, in perfect condition.

C.N.R. Gross 41% Higher During June

MONTREAL, July 18.—(CP)—Canadian National Railways report gross revenues for the week ended July 14 totalled \$7,821,000, compared with \$5,544,000 for the corresponding period last year, an increase of \$2,277,000 or 41.1 per cent.

BUS CHANGE MONDAY Start Tram Skip-stop Aug. 10

Introduction of a "skip-stop" system on Vancouver street car lines will commence about August 10.

E. W. Arnott, B. C. Electric Railway Co. transportation manager, states the Hastings East-Broadway West and Grandview-Fourth avenue routes are likely to be affected first.

The scheme will be inaugurated on other lines shortly afterwards.

On Monday the "skip-stop" plan will go into effect on the MacDonald street, Granville

ELDERLY MAN STRUCK Police Seek Hit-Run Driver

Three persons were treated at General Hospital Friday night, and early this morning for injuries suffered in traffic accidents.

William Clarke, 75, of 956 Main, suffered shock and abrasions when struck by a hit-and-run car at Pender and Main at 4:30 p.m. The auto was traveling west on Pender, struck the elderly man, and pulled to the curb but quickly left.

Police were advised that the car was apparently a blue coupe. Anyone having information about the accident is requested to notify Superintendent Wilfred Lemon of the traffic division, police headquarters.

Melvin Mahoney, 3197 East Seventh, suffered a cut on his nose and head when the light delivery he was driving was in collision with the auto of Edward Moxey, 1812 West Fourth, at Robson and Granville, at 3:50 a.m. today.

Margaret Wallace, 20, of 1780 East Thirty-fifth, suffered a broken nose and facial lacerations when an auto allegedly driven by Kenneth Campbell, 919 East Thirty-ninth, on leave from

Only Yanks Rent To London Alert

By HELEN KIRKPATRICK. Leased Wires to The Daily Province, Copyright, Inc. Chicago Daily News. LONDON, July 18.—London was calm yesterday during a short alert which sounded suddenly—the first daylight alarm heard around here in more than a year—when a single enemy aircraft came up the Thames estuary and was chased off by a fighter and forced to drop its bombs on waste land.

Traffic continued and air raid wardens, who went quietly to their posts, were the only people who reacted to the warning—except the United States army. At the headquarters of the United States forces in London all work stopped and marines efficiently ordered everyone into underground shelters.

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Ride BETWEEN the Humps

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Natives say the best place to ride a two-humped camel is BETWEEN the humps. The camel thinks so too. Likewise on your transit system, riding BETWEEN the humps of morning and afternoon rush hours is more comfortable, especially in wartime. So, when you're shopping, take a tip from the camel. Ride between the humps . . . in the hours between 10 and 4.

This "Between the Humps" idea originated with the transit company of Atlanta, Georgia, and because it applied so well to the universal peak hour problem, it was adopted by the American Transit Association and sent to all members. It has now appeared in transit company advertising all over the continent.

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