

Year Later in Jap Town--Men Who Build Ships to Fight Tokyo Call it Home

Pearl Harbor Spelled Death to Nippon Community

By BILL FLETCHER

One Sunday a year ago today a host of scheming little yellow men roared over Pearl Harbor in bombers loaded with death. They blasted the United States of America into the war along with Great Britain and her Allies and turned out the lights, at least for the duration, in a smelly, stuffy, congested corner of downtown Vancouver.

Things happened fast for the sons and daughters of Nippon who lived along Powell, Cordova, Alexander, Gore, Jackson and adjoining streets. Over the protest of Japanese who pledged their loyalty to Canada and the Empire, curfew laws were imposed, stores closed, fishing boats immobilized and

then, finally, the entire population was whisked off to the interior.

They left behind a ghost town whose principal inhabitants were scrawney alley cats and plump, ferocious rats that gorged themselves on forgotten heaps of garbage and built comfortable nests in the numerous junk piles.

Yesterday, on the eve of the anniversary of the ignominious raid on Hawaii, I strolled through Jap town and was surprised to find life stirring in the boarded-up, deserted, ban-doned remains of this once bustling community.

As I walked along Powell, Cordova and Alexander Streets there was little to betray the presence of human beings. The smell of food drifted from a few scattered restaurants operated by whites and Chinese and shipyard-bound workmen straggled forth, intermittently from the hotels and rooming-houses. For rent signs looked out on the quiet streets from almost every shop front and many of the premises were boarded up. One large store, its windows loaded with Christmas goods, lingerie and other ladies' wear, stood out conspicuously among the rows of empty windows.

A small sign stuck on the inside of the plate glass proclaimed that it was being operated under the guidance of the custodian of enemy property. Obviously one Japanese, ignorant of the plans of Premier Tojo and not antici-

patting the action of Canada's government, had allowed his shelves to become overstocked.

But it was in the rutted, dirty alleys that separated the squares of the streets running parallel with the waterfront, where I really found signs of life.

Little tykes, some of them bundled up in warm sweaters and windbreakers, others in light clothing, ran and played like youngsters in any other part of the city.

Although they were playing in front of their homes their mothers had little cause to worry about passing motorists, trucks or street cars, for every house fronted on the trafficless alleys.

The majority of those I saw were children of shipyard workers—men who moved into Little Tokyo after the Japs departed so they could be near the noisy yards where they work day and night to blast the ambitions of the cocky little Nipponese.

The hard-working men and women who have started the pulse of Jap town beating again are not particularly thrilled with their congested, little alleys, but they are happy in the fact that at least they have a place to stay.

No matter what may be said against the former Japanese abodes they are easy to beat. While life goes on apace behind the scenes in the wholehearted community of the whitey, it abounds in bland and colorless front that seems destined to remain unchanged for the duration.

Tourist Trade Very Much Alive

The tourist industry is still very much alive in Vancouver and British Columbia, despite intensified war activity, Elmer Johnston, president, reported to the annual meeting of Vancouver Tourist Association in Hotel Vancouver Saturday night.

The meeting followed one earlier in the day of the Evergreen Playground Association, of which Ald. George H. Worthington was re-elected president.

"Despite restrictive regulations necessary in a wartime economy," said Mr. Johnston, "despite the great drain on the manpower resources of both Canada and the United States; despite gasoline rationing and serious efforts to save rubber by all unnecessary pleasure driving, Canada's Evergreen Playground during the third year of the war continued to play host to tourists from all sections of the continent."

Automobile traffic had dropped, but increased services by the railways had brought a new type of "tourist" in increasing numbers to this city and Victoria.

"Where formerly Vancouver was famous as a green, cool city of parks, mountains and beaches," he said, "today Canada's third city is a pulsating centre in the vast arsenal of democracy, calling workers from throughout Canada—the hub of defense commands, manned by men and women of the armed services from all sections of the Dominion.

"More than at any other period in the history of the tourist industry, continued advertising and promotion is necessary," Mr. Johnston said. "Today's soldier wants the tomorrow's tourist—with his family."

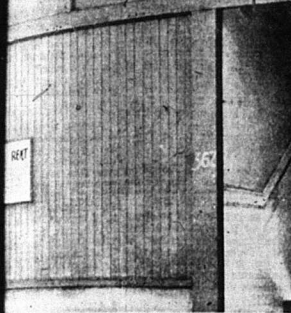
DOORWAY TO NOWHERE.

Up the stairway on the right once passed the most prominent Japanese of Vancouver's Little Tokyo. They were members of the elite Nippon Club and used to visit the premises at 362 Alexander Street to sit in comfortable chairs and speculate on the international situation while their wealthy white counterparts indulged in similar pastimes further up-town. But there are no wealthy Japanese around the Nippon Club today. On Sunday, a year after Pearl Harbor, when Jack Lindsay, News-Herald cameraman, took the above picture, the once-popular club looked gaunt and deserted. A "for rent" sign was posted in the window. Piles of leaves cluttered up the entrance and a padlock fastened the door against intruders.

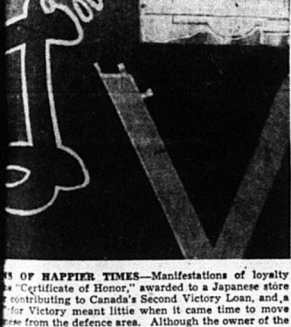
RAILWAYS SEEK CO-OPERATION

MONTREAL, Que., Dec. 7.—Heavy Christmas and New Year holiday travel, together with urgentencies of war traffic have made it necessary for Canadian railways to establish strict rules with regard to prompt picking up of sleeping and parlor car reservations during the holiday period, according to an announcement by C. P. Riddell, chairman, Canadian Passenger Association.

Early purchase of tickets for reservations on the part of the travelling public will be of the utmost assistance, Mr. Riddell said. In Montreal, Toronto and Ottawa, where density of population makes close co-operation between the general public and the railways imperative, special regulations are being placed in effect covering the travel period Dec. 20-January 4 inclusive.



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Just another of the little ironies of war.

Fishes Minister Will Study Dem of Jap Fishing Fleet

Minister of Fisheries, and will spend a week here and on Vancouver Island. Sunday night he conferred with Gray Turgeon, M.P., and while here will also meet other federal members for the various coast ridings.

Heavy demand for British Columbia canned salmon and other fisheries products will continue in 1943 and the following year, the minister believes.

"British Columbia will be asked to produce all it can for the next two or three years," he said. "Great Britain will need everything."

While here Mr. Bertrand intends meeting as many representatives of the fishing industry as possible, and will also visit the federal biological stations here and in Nanaimo.

Today he will meet delegations representing fishermen and the canners and operators and on Tuesday will visit New Westminster.

On Wednesday he will go to Victoria, where he will meet Premier John Hart, Hon. George S. Pearson and other provincial officials. On Thursday he goes to Nanaimo and on Friday to Port Alberni.

We Need Both MEN and WOMEN...for an ALL-OUT Effort!



MEN as Low as Class "C"

Men as low as Class "C" are now needed by the Canadian Active Army for general service to replace category "A" men for duties elsewhere. If you have been unable to enlist because of your physical condition, and are between 18 and 45, or a Veteran up to 55, then here is your chance. Act now and help to hasten victory!

WOMEN Are Needed Too!

When you step into the King's uniform you release men for the combat forces—thousands of women are needed. You are eligible for the Canadian Women's Army Corps if you are physically fit, single or married, without dependents, between 18 and 45, and a British subject.

Girls are needed as typists, clerks, bookkeepers, telephone operators, technicians, laboratory and dental workers, drivers, cooks, and many other interesting jobs. Make your career in the CWAC.

HOW TO ENLIST

Apply to the Recruiting Office, Vancouver Barracks, or to any of the Recruiting Offices at Vancouver (Bay Street Armours), New Westminster, Kamloops, Vernon, Trail, or Prince Rupert. Or apply to Recruiting Sergeants at Duncan, Nanaimo, Courtenay, Port Alberni, Chilliwack, Kelowna, Kamloops, Nelson, Cranbrook, or Prince George. Or see the Chairman of your local Civilian Recruiting Committee.

5¢ IS ENOUGH FOR PRESENT STREET CAR SERVICE



There is too much laissez faire in civic affairs "under the shadow of war." Much of the laxity in civic administration and much of the drift in civic affairs is allowed by the excuse that any change whatsoever interferes with the war effort.

The great masses of our citizens are willingly bearing the burden of taxation to defray the costs of war, and putting their whole-hearted interests towards its successful conclusion.

This is no time "under the shadow of war" for any individual or company to take advantage of wartime conditions and make excessive profits. All that any of us are entitled to is a fair living until the Axis powers are crushed.

Why a 7c Street Car Fare?

When the automobile was growing in popular use, the B.C. Electric made a great hue and cry for higher street car fares. The people willingly accepted.

Automobiles are being forced off our streets due to wartime conditions, with the result that the original excuse for increasing street car fares is now no longer justified.

Also, Vancouver citizens are co-operating in denying themselves individual transportation, food, clothing and housing and are paying huge taxes to help the war effort. The public is doing its share willingly and without complaint.

A vast number of citizens feel that the B.C. Electric has neglected to keep its rolling stock in proper condition to meet the present emergency and has further neglected to acquire additional street cars. This is an obvious lack of foresight.

Does the Public Want One-Man Cars?

The company then proceeds to introduce one-man street cars and cause congestion and public inconvenience at loading points.

I am convinced, after careful consideration and the sounding out of public reaction that one-man cars are not in the best public interests. Because of its lack of adequate rolling stock, the Company is forced to introduce the skip-stop system, causing the public additional inconvenience. Staggered hours of labor—become necessary

Street Car Fare Should Be Reduced

In view of the fact that the B.C. Electric is carrying an enormously larger number of passengers now than ever before in its history, it is felt that the fare should be reduced to five cents at least for the duration of the war. In my opinion, the company would still be receiving a just and equitable return for the type of service it is now rendering.

What action has our civic administration taken to correct the situation? Have they done everything possible to safeguard the interests of Vancouver street car riders?

The Dominion Government has set an example by ordering reductions in certain commodity prices affecting the general public. It is the duty of B.C. Electric to follow this example. And it is the duty of your chief magistrate to force this issue without delay.

VANCOUVER'S FUTURE

And the transit problem is not the only serious engagement which

confronts and endangers the business future of Vancouver at the moment.

Right now, on account of the war effort, the Americans are opening up and developing the whole coast of British Columbia from the international boundary to Alaska. The immediate problem of Vancouver is to see that she does not miss the business opportunities which must accrue from the opening up of this great new country.

Unless business interests of Vancouver awaken to the possibilities of this great new development which is already under way, the benefits must accrue to Edmonton and points east in Canada, and points east in the United States, when the benefits of this great project rightfully belong to the business interests and citizens of Vancouver and the Pacific Coast in general.

It appears to me and many others, that our mayor has lacked the vision to see the significance and vital importance of this great new development and to take aggressive action now—before it is too late.

These and many other important problems which need immediate attention and progressive action in the interests of the people of Vancouver are indicative of the attitude which I will pursue should I be elected to the position of Mayor and Chief Administrator of the City of Vancouver for the next two years. Vote for the man who will fight for Vancouver every step of the way.

(Signed) DON BROWN.

If you are not already a member of your neighborhood committee or have not been approached on behalf of Don Brown, act upon your own initiative and vote on Wednesday for Don Brown for Mayor.

Vote DON BROWN for Mayor

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