

## Busses on Alcan Highway Amaze Oldtime Sourdoughs

WHITEHORSE, Y. T., May 13 (AP)—The spring thaw damaged the Alaska highway less than feared and already busses like those on the highways in the States amaze settlers deep in the heart of the northland.

During the dry and comparatively warm months ahead, Brig. Gen. James A. O'Connor, commanding general of the north-

west service command, said today, the first land route in history to Alaska will become a permanent year-around road.

"The pioneering phase of the Alcan project is ended," General O'Connor said, in an interview. "The job now is to improve, maintain and develop the 1630 miles of road we pushed through from March to November last year. By November, we plan to have an all-year highway."

The spring thaw had been particularly feared for washouts of bridges and stretches of highway. However, many timber bridges built by engineer regiments as temporary structures, withstood the full force of river ice movements. Ferries are being used where bridges buckled.

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## Earl Visits Navy Yard



The Earl of Athlone (left), Canada's governor-general, visited the Puget Sound navy yard at Bremerton, Wash., with Rear Admiral B. A. Taffinder, commandant. In the background are workmen at the yard.

## Smart Businessmen Solve Wartime Food Problem

ATLANTA, May 13 (AP)—Twenty Atlanta business men have solved their war-time food problem by organizing the "We will eat club."

Last fall, even before food rationing had started, they arranged for farmer W. G. Bush to raise enough vegetables, hogs and beef to feed themselves and families.

Each member started paying \$5 a month the first of the year to finance Bush on his 140-acre cotton and corn farm. They

talked it over with Bush and had him plant the crops a majority wanted.

The \$100 a month contributed by members was set up to their credit for purchase of vegetables at prevailing wholesale market prices. Each member bought his own hogs and calves and are paying Bush to feed them.

"We not only have taken ourselves out of the regular food markets, but we have made a new food producer out of a cotton and corn grower," said Member Walter R. McDonald, who is chairman of the Georgia public service commission.

## BOMBING OF OREGON FORESEEN BY OCD

PORTLAND, May 13 (AP)—Oregon will be bombed this summer, a joint meeting of the League of Oregon Cities and the Oregon Finance Officers' association was told last night.

Major Joseph Hansel, civilian protection director for the OCD's northwest sector, said some American city will be attacked from the air before fall and Jerrold Owen, Oregon OCD co-ordinator, said this state is "sure to be bombed this summer." He urged perfection of civilian defense organizations to meet the threat.

Earl Mallory, American Municipal executive director, told city councils to start now on postwar planning or other agencies would step in and take jurisdiction locally.

## Halsey Confers With MacArthur For First Time

AN ADVANCED SOUTH PACIFIC BASE, May 13 (AP)—Admiral William F. Halsey, Jr., naval commander-in-chief in this area, has conferred for the first time with General Douglas MacArthur at the latter's headquarters in Australia, the navy's South Pacific command announced today.

Reporting Halsey's return from the conference, an official announcement said "the discussions centered on the closest cooperation and coordination of the two commands, utilizing the total means at their disposal."

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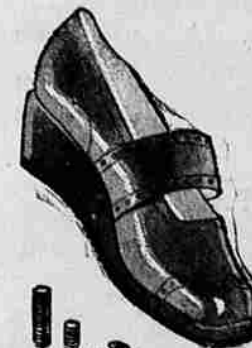
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Southern Pacific is carrying the biggest traffic load in its history. This traffic is war traffic—emergency traffic. It must be given emergency handling, which does not mean economical handling. Our first consideration is to keep the trains rolling.

Where additions to our plant and facilities would help us handle our emergency load quicker or more efficiently in our country's need, we have gone ahead and made the improvements, limited only by the shortage of manpower, materials and equipment.

Last year Southern Pacific spent \$53,945,408 for equipment, additions and improvements. We made these expenditures not through government subsidy, but with our own resources and our own credit.

These improvements have helped us materially to meet our wartime responsibility.

In many cases this increased capacity is for more than we would need for peacetime traffic.

But "first things come first," and of first importance is the goal of 100 per cent accomplishment for Uncle Sam.

While our main thought must be concentrated on the war effort, we, like everyone else, cannot help but cast an inquiring eye to the future . . . after the war is won. All industry will have great responsibility then, too.

We feel sure that the human testing and strain we are going through now will give us all greater strength for successful performance after the war.

And the additions and improvements to our physical plant, strengthened now for war purposes, will increase our ability to give improved railroad service to our country in peacetime.

The more than 11,000 S.P. men now in the armed forces will return to a stronger, more efficient railroad.

So, while devoting all our energies to the wartime job, with confidence in victory we look forward to peace—and the opportunity then to play a vigorous and constructive part in an improved post-war economy.

A. T. MERCIER, President

**S.P.**

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