

London Papers Reduced
LONDON, Thursday, March 12.—(AP)—London's thin newspapers today announced a 10 per cent reduction in the number of copies, effective March 16, under a voluntary plan to conserve paper stocks and ease the shipping burden. Readers were asked to share their copies with others.

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ALASKA HIGHWAY LINK CONSIDERED

Seattle and Vancouver, B. C., can have a connection with the Alaska International Highway even if the proposed new road follows an inland route from Edmonton to Fairbanks. Arthur Dixon, deputy minister of public works for the Province of British Columbia, said today.

Such a connection, it was reported in British Columbia, is being considered.

The existing highway from Seattle and Vancouver to Prince George could be extended northwesterly to link with the Edmonton-Fairbanks route at Dawson Creek, Dixon said. Of two possible connecting routes, Dixon said, the longest would not be more than 250 miles and the cost would be between \$25,000 and \$30,000 a mile for construction, a total of six or seven million dollars.

One route, Dixon said, would be from Vancouver, near Prince George, to Stewart Lake and Fort St. James to Findlay Forks and along the Peace River to Fort St. John and Dawson Creek. The other route would be from just south of Prince George via Summit Lake and Pine Pass to Dawson Creek.

The road connection would make it possible for motor traffic between Fairbanks and Seattle to proceed without diverting through Edmonton.

A road already exists, although "it isn't much more than a wagon trail," between Fort St. James and Dawson Creek, the Canadian Press reported today. But the trail is in flat country and construction would be easy.

Seattle, Tacoma and Spokane To Collect Industrial Salvage

Seattle, Tacoma and Spokane will be designated as industrial salvage areas in Washington State and the collection of waste metal, rubber, paper and other material from industrial plants will be handled through established junk dealers and brokers, A. H. Richards, regional manager of the industrial salvage division, War Production Board, said here today.

Richards, gray-haired former manager of the Tacoma Smelter and Pacific Coast representative for the American Smelting & Refining Company, who retired from business and then was called back to work by the government, is here to meet with state industrialists.

Detailed plans for industrial salvage, Richards said, will be announced tomorrow when he meets with leading executives of industry at 10 o'clock at the Chamber of Commerce.

Richards is not associated with the Salvage for Victory programs of the War Production Board, which concerns junk disposal by home owners, nor with the automobile "graveyard" division, which will "raid" automobile junk yards for metal reclamation.

Regular salvage dealers and brokers, he believes, are prepared to handle the increased collections," Richards said. "We want salvage disposal to move through the regular channels."

Richards said he did not see likelihood of junk dealers passing up collections from regular industrial suppliers of salvage to take advantage of bargain buys from



A. H. RICHARDS through regular channels

amateur home collectors. Dealers, he said, prefer to collect salvage in large quantities and from as few sources as possible.

Dunston to Address Chamber Tomorrow

Dr. John F. Dunston, Pacific Northwest representative of Australia, and former financial editor of The Adelaide (South Australia) Daily Herald, will speak on "Australia's Defense—Military and Economic," at the luncheon of the Seattle Chamber of Commerce tomorrow.

A. H. Richards, regional director of the Industrial Salvage Section of the War Production Board, former president of the Tacoma Smelter, and one-time president of the Tacoma Chamber of Commerce, also will speak.

Grace Moore, opera singer, will be an honor guest.

MORE VETS BACK ALIEN REMOVAL

Shelton and Spokane posts of the American Legion have joined with others in declaring they believe that enemy aliens and American-born Japanese should be interned or evacuated from the State of Washington.

In resolutions announced today, Fred B. Wivell Post No. 31, Shelton, said it believes "this is no time for namby-pamby pussyfooting for fear of hurting the feeling of our enemies," and North Side Post No.

136, Spokane, declared it believes the move should be made "in the interest of greater safety to the citizens . . ."

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FOR EXAMPLE—If your income tax is \$100, through the City Loan Co. plan you may borrow the money to meet the income tax payments and repay only \$9.33 per month for twelve months.

TOTAL COST to you—\$12.00.

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Routed Tirpitz Failed to Get Near Convoy

LONDON, March 12.—(AP)—The Stockholm correspondent of The News Chronicle reported today that the huge, new German battleship Tirpitz, which put back into a Norwegian port after being attacked Monday by British torpedo-carrying planes, failed to get within 300 miles of "her prospective prey"—a convoy which now has reached Russia.

Neither his article nor the Admiralty communique yesterday disclosed whether the Tirpitz, sister ship of the Sunken Bismarck, suffered any damage in the attack north of Trondheim.

The dispatch from Stockholm said, however, that the Tirpitz was built "on the German plan for comparatively short sea trips" and that the crew, when in harbor, lived in barracks ashore. This, the dispatch said, allowed more room for watertight compartments which made the ship almost invulnerable to aircraft attack.

The correspondent said he had learned, too, that the 10,000-ton German cruiser Prinz Eugen was "lying in Trondheim harbor badly holed" as a result of the torpedo attack off Norway Feb. 23 by the British submarine Trident.

The Admiralty communique February 25 which announced the attack described the ship only as a "cruiser of the Prinz Eugen class." The News Chronicle's correspondent said many bodies were found floating in the cruiser's flooded compartments when she managed to reach port.

Shortages Cut Deliveries Of Telegrams

Curtailed of telegram deliveries because of an acute shortage of messengers and tire shortages for motor vehicles was announced today by the delivery-service division of Western Union.

So far, the curtailment applies only to residential areas, where customers are asked to telephone their messages and receive messages by telephone. The telegrams for residential areas are mailed after the message is transmitted by telephone.

No complaints on the curtailment have been received, Western Union said.

Postal Telegraph said no curtailment had been effected as yet, but that it likewise is handicapped by a great shortage of messengers. Both communication systems are hiring girl messengers for day work, but the girls do not ride bicycles, and deliver messages only in office buildings in the central business district.

Nones, Industrialist, Taken
NEW YORK, March 12.—(AP)—Walter M. Nones, 68 years old, industrialist, executive of the National Association of Manufacturers and member of the War Industries Board during the First World War, died last night.

★ Eat It Up, Wear It Out, Make It Do!

WITH the War Production Board's wool conservation order, the all wool two-pants suit suddenly becomes a luxury.

What good fortune it is for Northwest men that Lundquist-Lilly now has the largest stock of all wool two-pants suits on the Pacific Coast—all ordered before the war began.

Each is a style item, too. They have all been tailored in the most popular colors and fabrics for spring, with Diagonal Cheviots, Worsteds and Twists in great prominence.

But most important—every one of these suits is guaranteed to be made of the same fine virgin wool for which Lundquist-Lilly has long been famous.

And prices are still 24.50 to 44.50, including the extra pair. Whatever suit you buy in the near future, it is definitely going to be necessary for you to wear it out—make it do.

In contrast to the substandard suit that may be the only thing available a year from now, ownership of one of these two-pants suits will make overtime wear a pleasure.

We suggest your early inspection of our fine stock of all wool spring suits.

★ This slogan has been adopted by the consumer conservation groups throughout the nation in order to promote wartime economy.

Howard Lilly
President

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