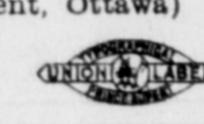
Friday, August 22, 1947

Prince Rupert Daily News Ltd., 3rd Avenue, Prince Rupert, British Columbia. G. A. HUNTER, Managing Editor. H. G. PERRY, Managing Director. MEMBER OF CANADIAN PRESS - AUDIT BUREAU OF CIRCULATIONS CANADIAN DAILY NEWSPAPER ASSOCIATION

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Attlee At Cross-Roads

IN AYEK THINKS that the democratic states-I man who sets out to plan economic life will soon be confronted with the alternative of either assuming dictatorial powers or abandoning his plans." That is a quotation from a pamphlet entitled "The Twilight of Freedom" by Dean Inge, and it seems to sum up the situation in which the British Labor Government has found itself as a result of its attempt to put into effect its nationalization program.

Prime Minister Attlee, in making public his government's austerity program to meet the economic crisis, announced that there would be "some measure of control" over employment, including a possible limitation of employment in less essential work. Coal miners and other workers are to be asked to work longer hours and refrain from demanding increased wages. "Effective action" is to be taken to ensure efficient management in industry and the government is to resume virtually all the dictatorial powers it exercised during the war.

At the same time the Labor organ, Daily Herald, says the government will carry on with its nationalization program. The government will still try to accomplish what it promised the people of Britain to do-to set up a socialist state in which there would be economic security for all from the cradle to the grave.

It has been freely predicted for some months in London that the Labor Government would not last the year out, or that some form of coalition would have to be agreed upon in order to save the nation from economic collapse. In this connection it is of interest to recall that the first Labor Government, which came into power after the First Great War, broke on the rocks of an economic crisis. The Labor Party at that time was split in two, and Ramsay MacDonald joined with the Conservatives and Liberals in a National Government to save the ship of state from total wreck.

It looks as if history was about to perform its old stunt of repeating itself, although Mr. Churchill has declared that there will be "no coalition," and the Labor Party has sufficient majority in the Commons, without the extreme leftists, to prevent a defeat. But the people of Britain have for a long time been fed-up with wartime controls and shortages and Mr. Attlee's program of increased controls and austerity may arouse popular clamor for the formation of an emergency Cabinet composed of the best brains of the country. Apart from popular feeling, however, the economic mess in which the government finds itself is liable to grow worse and force Mr. Attlee to resign.

Possibly the Labor Government will assume absolute dictatorial powers, as Hayek points out, and regiment the workers and all the resources of the nation for the carrying out of a series of fiveyear plans on the Soviet model. Mr. Attlee, or his successor, as a democratic statesman, is now confronted with the alternative of either assuming dictatorial powers or abandoning socialistic plans. There is no middle road for the government has come to the parting of the ways. One is the broad highway of democratic freedom, the other is the luring of a socialism which might lead to serfdom under Giant Despair.

CASEY JONES

tomorrow.

LURTHER HONORING his memory, a bronze plaque has been placed on the grave of John Luther Jones at Jackson, Tenn. Far better known as Casey Jones, because he was a native of Cayce-pronounced Casey-Ky., the brave engineer who "died with the throttle in his hand" has become celebrated through song and story since his death on April 29, 1900.

For nearly half a century he has symolzed the men who run the trains, emphasizing the admiration and affection which are for railroad men in general, engineers in particular.

Casey Jones died when the Illinois Central's "Cannonball," a fast train for those days, rammed into a freight train. It was not an unusual accident for that time but the reputation Jones had established made it of almost national interest. He was known as a fine engineer, who always brought his train in on time. He was not on his regular run, having been called to take the place of another who was ill.

He had a peculiar way with the whistle, imitating a whippoorwill, and it is even said his way of handling steam was unusual. According to the song "the switchman knew by the engine's moans that the man at the throttle was Casey Jones."

When man travels largely by air he will have gained speed and comfort but at the expense of romance and tradition. Future generations will have forgotten Casey Jones and his type. But in their day they added much to the nation's progress.

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REPORTORIAL EXPERIENCES

(W. J. R.)

The Sons of Freedom division of the Doukhobor sect,: according to what is heard in the Kootenays, appear to be cutting up rough again. The burning of a large brick residential building has been charged to the Sons.

It is more than a generation since the first Doukhobors to ever set foot in Canada landed from a CPR. liner, away down at Sand Point docks, in St. John. Generally speaking, Canadians had the notion they would turn out to be valuable settlers. The fertile prairies offered lots of opportunity to cultivate the soil. It was felt they would soon shake down into life as understood in the Canadian west. To some extent, this turned out to be true. They certainly could raise crops. But, as time went on, Canada experienced a few surprises. Staging parades, in the nude, came as a distinct and embarrassing novelty. However, it was not en-

That spring morning at Sand COMPOSER burly strangers from Russia, many wearing sheepskin dress and long boots, streamed ashore. They were a sturdy healthy looking group and on the whole made a favorable impression. As they appeared on deck, a few hours before entraining for the west, they joined in the singing of refrain that no one, not themselves, could understand. It was program in the ballroom of Jasunderstood to be a hymn of per Park Lodge here. As Len thankfulness for having been Hopkins and his band concluded brought safely across the wide each number the applause from

and wild Atlantic. We interviewed the original There was good reason for the Peter Veregin aboard the train, enthusiastic reception of this He was bearded, mild in manner, particular music last night. Preand obviously interested in what sent in person and introduced to was going on. He had a limited the crowd was its composer, Vicknowledge of English and as for for Young, musical director of the press, the newspaper repres- screen and radio productions entative certainly could not con- and a recording company. Acverse in Doukhobor. He could companied by his wife, Mr. not even sing in that language. Young is vacationing at this re-However, we got along after a sort in the Rockies. fashion. Peter had plans, and "All we'5ve been hearing for felt confident that all would the last year on the Paramount turn out well, once they became lot is Jasper, so we thought we'd established in a happier land, better see the place. Now we're and far, far away from the Czar boosters," he commented. and all his works.

RECEPTION ON H.M.S. KENYA

Over 100 invited guests boarded H.M.S. Kenya last evening to accept the hospitality of Capt. L. seen by moviegoers early in the A. K. Boswell and officers of H. M.S. Kenya as a reception was held in the wardroom of the visiting British warship. Members of the ship's orchestra played a musical background from a room adjoining.

The local guests included Mayor N. E. Arnold and members of the city council and heads of various civic organizations. Naval officers from H.M.C. S. Antigonish were also present.

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tunes by an internationally fam-

ed musical director and com-

poser were featured on a dance

Young directed music for "The

Emporor Waltz," Paramounit's

\$3,000,000 technicolor film, out-

door scenes of which were made

in Jasper National Park in June

1946, with a location party of 200

pected the production will be

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As yet unreleased, it is ex-

here at the time.

at Mountain Tesore

400 dancers was terrific.

Display Last Night One of Concluding Features of Port Day

Ship's guns bocmed and reechoed in the far hills, machine guns chattered and flares of variegated hues amid shafts of searchlight play lighted up the clear night skies as a colorful display of pyrotechnics was staged by H.M.S. Kenya and H.M.C.S. Antigonish as a concluding feature of Prince Rupert's Port Day. It was an impressive display all the more appreciated since it was to large extent impromptu and many people did not know anything was planned until the guns started to boom.

Alec Munro, who retired recently as chief engineer of the steamer Prince Rupert, left Vancouver by rail last night and will be arriving tomorrow at Burns Lake to join J. A. Lindsay and A. Ivarson on a fishing holiday in the Lakes district.

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MRS. M. DRAKE, nurse administering The Koch Treatment "GLYOXYLIDE" for British Columbia, will be at:

The Prince George Hotel, Prince George, B.C. August 30th, and until September 4th, 1947. also at:

The Prince Rupert Hotel, Prince Rupert, B.C. September 22nd, 23rd and 24th, 1947. Stops between Prince George and Prince Rupert, B.C. will be made upon request.

For information please write to the Vancouver office, 301-2 BURNS BLOCK, 18 WEST HASTINGS ST., Phone PAcific 3450. VANCOUVER, B.C.

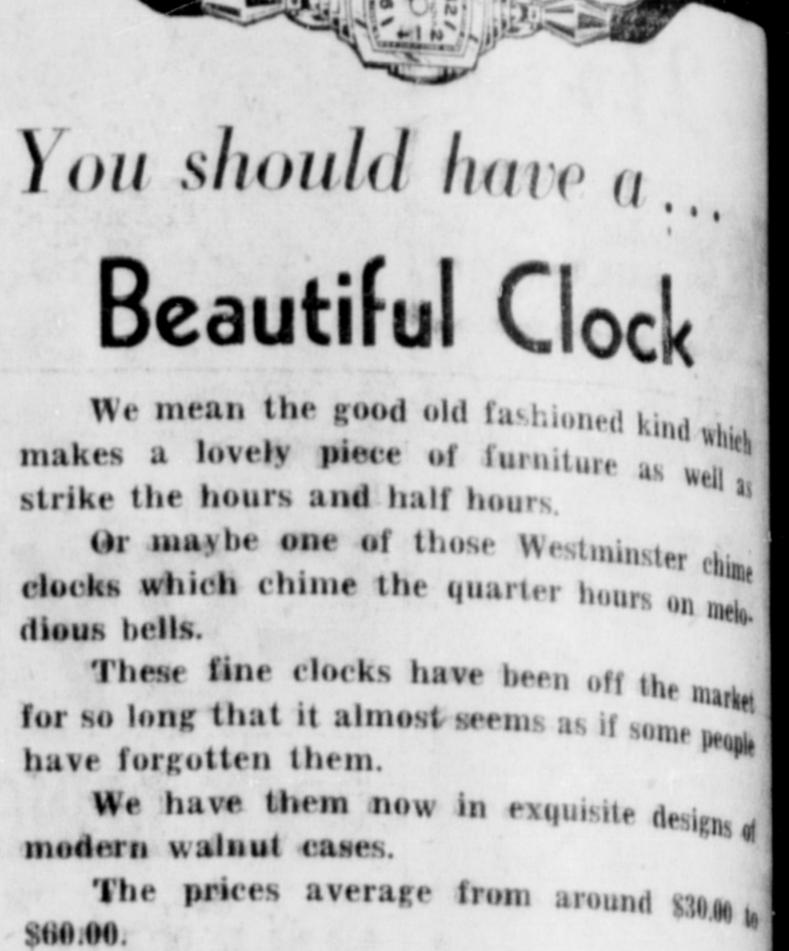
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