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Attlee At Cross-Roads

"HAYEK THINKS that the democratic statesman 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 five-year 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

FURTHER 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 symohzed 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.

* * *

One of the greatest labor-saving inventions of today is tomorrow.

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 C.P.R. 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 encouraged.

That spring morning at Sand Point was cool and breezy, as the 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 a refrain that no one, not themselves, could understand. It was understood to be a hymn of thankfulness for having been brought safely across the wide and wild Atlantic.

We interviewed the original Peter Veregin aboard the train. He was bearded, mild in manner, and obviously interested in what was going on. He had a limited knowledge of English and as for the press, the newspaper representative certainly could not converse in Doukhobor. He could not even sing in that language. However, we got along after a fashion. Peter had plans, and felt confident that all would turn out well, once they became established in a happier land, and far, far away from the Czar 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. 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.

THIS AND THAT

"You're just like my wife. Money, money, money!"

PYROTECHNIQUES FROM WARSHIPS

Display Last Night One of Concluding Features of Port Day

Ship's guns boomed 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.

COMPOSER AT JASPER

Len Hopkins Has Big Night at Mountain Resort

JASPER PARK LODGE — Hit tunes by an internationally famed musical director and composer were featured on a dance program in the ballroom of Jasper Park Lodge here. As Len Hopkins and his band concluded each number ,the applause from 400 dancers was terrific.

There was good reason for the enthusiastic reception of this particular music last night. Present in person and introduced to the crowd was its composer, Victor Young, musical director of screen and radio productions and a recording company. Accompanied by his wife, Mr. Young is vacationing at this resort in the Rockies.

"All we'5ve been hearing for the last year on the Paramount lot is Jasper, so we thought we'd better see the place. Now we're boosters," he commented.

Young directed music for "The Emporor Waltz," Paramount's $3,000,000 technicolor film, outdoor scenes of which were made in Jasper National Park in June 1946, with a location party of 200 here at the time.

As yet unreleased, it is expected the production will be seen by moviegoers early in the new year.

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An Announcement of Interest
Miss Margaret McLeod, optometrist of Vancouver, announces the opening of her permanent office at Manson's Jewelers.
Miss McLeod graduated from the Ontario College of Optometry in 1[illegible] and after an association with a prominent Toronto optometrical group returned to her home province. Miss McLeod has since been associated with Dr. Harry Perrin, optometrist in Vancouver.
She is well trained in the practice of Optometry and has had considerable experience. She is of a family prominent in optometry in B.C. many years. Her father, Mr. Murdock McLeod, has an extensive practice throughout B.C. and her brother, Clyde, is a prominent optometrist in Penticton, B.C. Miss McLeod has installed the most modern equipment for the examination of eyes and a conscientious service will be given.
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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.
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