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## Drastic Action Required

THERE CAN BE NO MORE TRIFLING or temporizing with the Sons of Freedom Doukhobors. That should be clear to the British Columbia authorities, the police and the courts, following the latest outbreak of fire terrorism in the central settlement of these people at Brilliant.

The Sons of Freedom several months ago, through their leaders, pledged themselves to refrain from further acts of violence and law-breaking such as this. A few weeks ago a Supreme Court judge, acting, no doubt in good faith, although he received some public criticism, took them at their word and, after some of them had been convicted, let them off with extremely light sentences.

In spite of the long patience that has been shown them, the consideration that they have received, a consideration that ordinary citizens of the country would never have been accorded, and their own undertakings notwithstanding, the Sons of Freedom have broken out again with an inexcusable demonstration of violence and arson.

The time has long passed now when they are deserving of any measure of leniency or patience. By their intolerable flouting of the law and constituted authority, they have challenged the authorities to drastic action.

## TIME TO KEEP COOL

THERE IS EVERY INDICATION of another labor crisis this year on the railways of Canada following the report of the federal conciliation board between the railways and the unions. It not only has rejected the claims of the unions for outright pay increases, but has recommended a compromise that, in some cases, means less take home pay for the workers on a regular working week than they are now getting, an increase in the hourly rate being offset by the reduction in the working week from 48 to 44 hours. The heads of the unions involved have already stated that the majority award of the board is unsatisfactory and have said that a strike vote will be called. The outcome of this strike vote may be anticipated.

The conciliation board majority report describes the demands of the railway workers as "novel and costly" and suggests that the railways are in no position to be used as experimenting ground in such demands. The insistence of the railways upon further increases in freight rates because they are losing money in the face of increasing costs, not the least important of which is the higher wages, would appear to justify the contention of the majority of the board. On the other hand, the workers point to the increasing cost of living, which has just struck a new record, and contend that wages have not been keeping pace. So the vicious circle continues to spiral upward.

It is no easy problem, it seems, for any of the parties concerned—the railway managements on the one hand and the labor leaders on the other. It is something more fundamental than comes within the immediate control of either side. Their patience, forbearance and mutual understanding can, however, be a vital factor in heading off what would be nothing short of a national disaster should such a pass be reached where there would be a general railway strike in Canada. Such would mean almost irreparable disorganization of the railways, severe loss and hardship for those who would be thrown out of work and their dependents and economic chaos for industry and business of the country as a whole.

Such a state of affairs was on the verge of developing in 1948. A similar pattern seems to be forming again. It will be a time for sound judgment, cool acting, clear thinking and patient decision.

## Ray Reflects . . . . . . and Reminisces

A bigger shot than Stalin himself will be seen at Pacific May 7 when the C. N. R. will fire 122,000 pounds of explosives in a rock pit. It's going to be a whale of a bang. Nevertheless, anyone who ward a wet Heaven will manage and watched countless tons of shattered waterfront ascend toward a et Heaven will manage to survive the roar from up river next month.

Prince Rupert's lone ambulance, always a necessity, is becoming more that way, as time goes along. Yet there used to be a time—though not very long—when Prince Rupert had no ambulance, but also next to no hospital and nothing one could call a cemetery.

Mention appears in the press of the centennial of Madame Tussaud's wax works—one of London's favorite attractions. The writer once spent an afternoon of absorbing interest there winding up by wandering through the Chamber of Horrors down stairs. At the entrance he asked a smart looking policeman which way to turn. The officer failed to even speak. He was part of the show.

The spring assize at Prince Rupert this year will be busier than usual. This is running true to form. Employment means money. Money, as a rule, means varied activities. Variety can be the spice of life. Spice often gives a kick to life. A kick in the pants

has been known to start a law action. And so it all comes back to the fact that prosperity and a full assize go together.

Here's another angle to the question of statehood for Alaska. It's a remark made by a former Alaskan, now living in California. He says, "It is impossible for 20,000 productive people to finance and administer an area the size of Alaska." British Columbia, and certainly northern British Columbia would welcome statehood, yet facts are stubborn and stern.

Frank Buck, who made it possible to sit in a movie chair and study some of the most dangerous animals and serpents known, as well as safer. Any of those was his business to bring them back alive" from the jungles. And he did just that. Everyone cannot capture a wild beast. The thought is enough for some. Shooting the creature is easier, died in Texas, not long ago. It who visit the zoo or watch the screen have Frank Buck to thank for his services, gambling with fate, in the pathless wastes of the world.

A couple of Colorado business men report having sighted something high in the air, and moving swiftly. They refuse to call it a "flying saucer". Perchance we're on the verge of real news. If they would only say "soaring saucer", "whizzing whiskey glass" or something like that.

## SHIPS and WATERFRONT

Coastal traffic is now distinctly in the northward rather than the southward direction as illustrated by the two Union Steamship Co. liners which made their usual Sunday evening calls here. Light was the list of passengers aboard the Chilcotin, Capt. Harry McLean, which arrived at 5:45 from north Queen Charlotte Islands but she still had on board cargo for Prince Rupert which she had not had time to discharge when she was here Friday, northbound. The vessel got away at 9 p.m. for Vancouver and waypoints. Crowded with passengers and filled with 150 tons of cargo for here was the steamer Coquitlam, Capt. John Boden, which arrived at 6:15 from Vancouver. It was 1 a.m. before she was able to get away to Alice Arm, Stewart and other northern points whence she is due back here tomorrow morning to sail at 1:30 p.m. on her return south.

More than thirty persons arrived aboard the Chilcotin at the end of the week from Vancouver for employment at various Skeena River canneries. The Chilcotin brought some twenty natives from Vancouver for the native brotherhood convention at Bella Bella, including President William Scow of Alert Bay.

Passengers disembarking here from the Chilcotin included N. Taylor, Ray Harris, Mr. and Mrs. B. Crawford, Mrs. H. J. Huvers, Mrs. M. Butler, A. King, Mr. and Mrs. A. McDonald, A. Currie, Mr. and Mrs. W. Rosenberg, D. Summerfield, T. Haig, L. Geddie, W. J. Coulter, W. Bunting, Art Fox Mr. and Mrs. M. McInnes.

Canadian Pacific steamer Princess Norah, Capt. Graham Hughes, docked at the C.P.R.



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## Big Blast On Railway

Rock Pit Near Pacific Being Further Opened Using New Process

An extraordinary blast as far as size is concerned and one of the largest "shots" in B. C. will take place on the Canadian National Railway line at Pacific, 110 miles east of Prince Rupert, May 7 when 122,500 pounds of explosives will blow up a railway pit.

The pit, situated a few hundred yards from the railroad running along the Skeena River, will be packed with 2400 cases of explosives. The loading system, inspected by F. E. Jeffry, representative of Canadian Industries Limited of Vancouver, comprises four "coyote tunnels" totalling 1500 feet in length. Loading began April 7.

From the pit, the company will obtain about 1500 yards of rock to be used for rip rap and fill rock. Rip rap is a type of grade building to safeguard the railway tracks from the ram-paging Skeena River.

The idea of the blast came from R. C. Davidson, divisional engineer for Canadian National

## Divorces In House Aired

OTTAWA—David Croll's resolution to enlarge grounds for divorce received almost unanimous disapproval, and was later withdrawn. It included desertion, gross cruelty and mental disease. He had declared there was no legal field in which the law is "a greater hypocrite than in the divorce courts."

In the discussion some of the members asserted that divorces break up families and harm so-

ciety, that hasty marriages often lead to divorce, that the main causes for divorce are intoxication, selfishness, and lack of faith in a Supreme Being, that repeated divorces will bring anarchy, and that divorce courts should be fumigated, unless perjury, collusion, connivance and fraud are to continue.

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