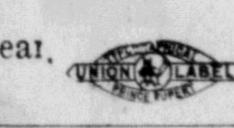
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## Drastic Action Required

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

T HERE IS EVERY INDICATION of another labor crisis this year on the railways of Canada formiving 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 than 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.

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### Ray Reflects... ... and Reminisces ()n

000 pounds of explosives in a rock full assize go together. pit. It's going to be a whale of a next month.

Prince Rupert's lone ambulance, always a necessity, is becoming more that way, as time wags along. Yet there used to be stubborn and stern a time-though not very longwhen 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 ening policeman which way to wastes of the world. turn. The officer failed to even speak. He was part of the show.

a kick to life. A kick in the pants thing like that.

Coastal traffic is now distinctly

in the northward rather than

the southward direction as illus-

trated by the two Union Steam-

ship 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

return south.

ent William Scow of Alert Bay.

merfield, T. Haig, L. Geddie, W

J. Coulter, W. Bunting, Art Fox.

Canadian Pacific steamer

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running sweet and smooth.

Princess Norah, Capt. Graham

Hughes, docked at the C.P.R

Mr. and Mrs. M. McInnes.

A bigger shot than Stalin him- has been known to start a law acself will be seen at Pacific May 7 tion. And so it all comes back to when the C. N. R. will fire 122,- the fact that prosperity and a

bang. Nevertheless, anyone who Here's another angle to the ward a wet Heaven will manage question of statehood for Alaska. and watched countiess tons of It's a remark made by a former shattered waterfront ascend to- Alaskan, now living in Californward a et Heaven will manage to ia. He says, "It is impossible for Rupert, May 7 when 122,500 to survive the roar from up river 20,000 productive people to fi- pounds of explosives will blow nance and administer an area up a railway pit the size of Alaska." British Columbia, and certainly northern British Columbia would welcome statehood, yet facts are

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 "oring 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, gambltrance he asked a smart look- ing with fate. in the pathiess

A couple of Colorado business men report having sighted The spring assize at Prince something high in the air, and Rupert this year will be busier moving swiftly. They refuse to than usual. This is running true call it a "flying saucer". Perto form. Employment means chance we're on the verge of money. Money, as a rule, means real news. If they would only varied activities. Variety can be say "soaring saucepan", "whizthe spice of life. Spice often gives zing whiskey glass" or some-

# WATERFRONT

which was in northern waters not so long ago, is to sail from Bremerton, leading forces assigned to the Far East Command She has been given extensive repairs and general overhaul. She will be flagship of Rear Admiral Higgins.

An article on fisheries in a special edition dealing with BC industries, in the Vancouver Sun, says the most mechanized Islands but she still had on board herring fishing in the world is cargo for Prince Rupert which to be found off this coast, where she had not had time to dis- a purse seine net may hold up charge when she was here Friday. to 1,200 tons. The five million northbound. The vessel got dollar fleet sailing from west away at 9 p.m. for Vancouver coast ports every fall is not surand waypoints. Crowded with passed anywhere, in the use of passengers and filled with 150 electronic gear for the location



wharf Saturday at 4:30 p.m. from Alaska points and left for Van couver and way points at 6:30

The light cruiser USS Juneau,



Rock Pit Near Pacific Being Further Opened Using New Process

An extraordinary blast as far as size is concerned and one the largest "shots" in B. C. will take place on the Canadian National Railway line at Pacific, 110 miles east of Prince

The pit, situated a few hun dred yards from the railroad running along the Skeena River will be packed with 2400 cases of explosives. The loading sys- when the load is discharged. tem, inspected by F. E. Jeffry, Mr Jeffry, in the city for the Loading began April 7.

railway tracks from the ram- fly rock to a great extent. paging Skeena River.

engineer for Canadian National vice on blasting.

Divorces In House Aired

lution to enlarge grounds for divorce received almost unanimous disapproval, and was later withdrawn. It included deser- less perjury, collusion, connivtion, gross cruelty and mental ance and fraud are to continue. disease. He had declared there was no legal field in which the law is "a greater hypocrite than in the divorce courts."

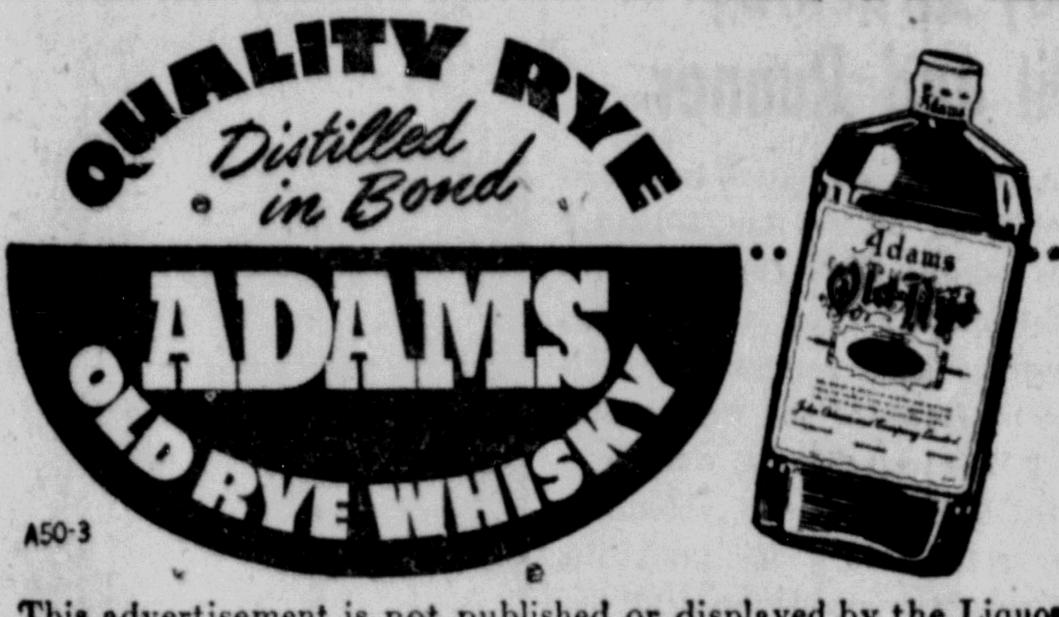
In the discussion some of the members asserted that divorces break up families and harm so-

Railways here. Mr. Davidson planned the blast and loading of tunnels after receiving technical advice from Mr. Jeffry.

Both men will be present

representative of Canadian In- past few days, is also giving dustries Limited of Vancouver, technical blasting advice to comprises four "coyote tunnels", Mitchell and Currie. The contotalling 1500 feet in length, tracting firm will lay the sewer line for the city at Cow Bay From the pit, the company and Mr Jeffry is demonstrating will obtain about 1500 yards of a new type of blasting called rock to be used for rip rap and short period delay as applied to fill rock. Rip rap is a type of trench work. It reduces concusgrade building to safeguard the sion, vibration and eliminates

Next week, Mr. Jeffry leaves The idea of the blast came for Alice Arm and the week folfrom R. C. Davidson, divisional lowing for Stewart to give ad-



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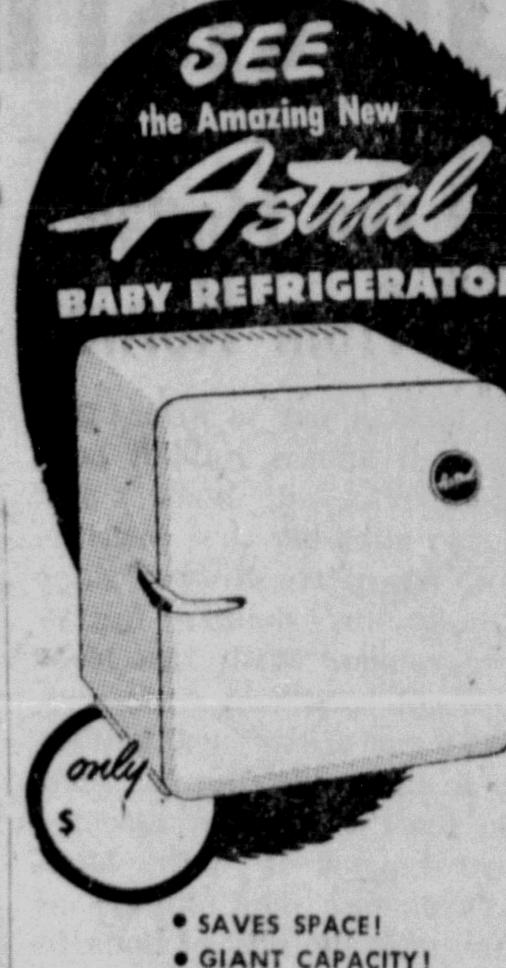
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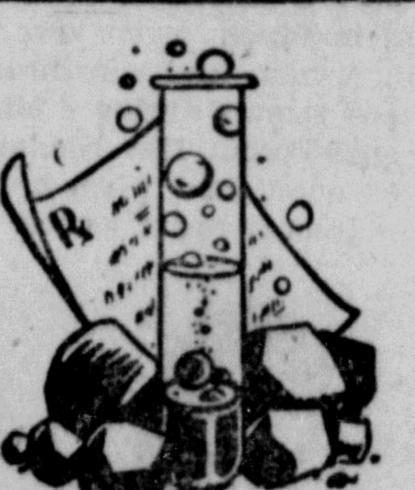
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