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A WEEKLY NEWS LETTER.

THE POLICY OF "NOYAUTAGE"

The renewed activities of the Workers Party in the Prairie Provinces came as a timely reminder that Bolshevism in Canada is not dead however much we may desire to write its obituary, and, unless we are content to live in a position of false security, it is well that we get a just appreciation of what the Workers Party is and what it stands for.

Briefly the Communist movement in Canada, like that in the United States, Great Britain and many other countries, forms part of the Third International with headquarters in Russia. Its policy is the policy of Lenin and Trotsky, and that policy is in its present form the most dangerous that the world at large has had to combat.

Since the failure of the One Big Union movement, which had as its object the wholesale capture of the Trades Unions and was prepared to go to any extreme in order to achieve this end, the "frontal attack" has been abandoned and more subtle means advocated. The Winnipeg riots sealed the doom of the militant Communists throughout the world. Outwardly at least these "militants" are discredited in Communist circles, but, should the result of the new tactics justify it, their services will again be called into requisition.

The Workers Party is without doubt the strongest and most permanent form of Communism yet devised and its propaganda is carried on under a system known as "Noyautage." In plain language the nearest definition of this word is "a system of affecting the body by the capture of the body cells" and it very thoroughly describes the methods to be used, which correspond closely to those of the Social Democratic Party in Great Britain from 1900 to 1914. The Social Democrats impatient at the hesitating policy of the Independent Labor Party laid themselves out to capture the Trades Unions and by strict attention to business rushing resolutions through Lodge meetings before the non-socialist members had arrived and pushing their own men for office they all but succeeded in making the Trades Unions the cats-paw for Socialism. Nothing but the mutual jealousy of the LLP, and the S.D.F. prevented this catastrophe.

The Russian International has elaborated on this plan and the attack by "Noyautage" has been commenced. The first step is to discredit the leaders of Labor in the Unions who are, by veiled attacks on their loyalty, honesty and ability to be "hounded" out of office. Their successors will of course be Communists and through them will come control of the Union funds.

Karl Radek, representing the Third International at the International Conference at Berlin in April this year, demanded from the British delegates that the Communists should have in the Trades Unions the right to put forward their propaganda under orders from the Third, or Russian International. This demand was not acceptable to the British representatives, but the fact that it was made gives warning of the intention to infiltrate Labor with Russian Communism.

That progress has been made is evidenced by the demands by Labor leaders in Canada, the States and Great Britain for greater freedom to negotiate and for greater loyalty from the rank and file. More and more the "noyautage" is sapping the authority of men who have been the trusted leaders of Labor, and in a corresponding degree authority is being assumed by the Bolshevik elements.

That the Trades Unionists realize this menace we do not believe. They are not Communists nor Bolsheviks. But with the control of their Unions and their finances siphoned from them they will be the bond slaves of the International.

POWERS GIVEN TO ROYAL COMMISSION

Pensions Act To Be Fully Probed. Procedure Will Be Recommended.

There has been forwarded to Mr. C. Grant MacNeill the exact wording of the warrant of the Royal Commission which is to be appointed by the government to investigate the charges laid by officials of the G.W.V.A., in to the operation of the Pensions Act and its interpretation by the Pension Board. The wording of the appointment runs:

"That there be forthwith appointed by the government a commission to consist of three persons, such persons in no way to be connected with the government or any department thereof, and that such commission be appointed to give all necessary authority to inquire into the allegations and accusations made to render its report containing such recommendations as to what procedure it may deem proper to have adopted with power to send for all necessary persons and documents;

"To consider and make suggestions in respect of the procedure by which disabled ex-members of the C.E.F. are enabled to make application for pension and medical treatment, or submit appeal in respect of decisions thereon;

"To recommend means for insuring that suitable provision is made for all those ex-members of the forces and dependents who are under service handicap by reason of war service, in conformity with the recommendations now made, (by the special committee of parliament), and for whom definite legislative provision has not yet been made.

"And the findings of such commission shall be acted upon by the government.

"For the above purpose the commission shall (1) Survey existing re-employment needs among Canadian ex-service men and dependents; (2) Investigate available data in respect of phrases of the parliamentary in-

quiry as yet incomplete; (3) Obtain information as regards suitable provision for those classes of ex-service men described in section 7, chapter 2 of the report of the parliamentary committee of 1922; investigate the question of the caste funds."

(Section 7, chapter 2, referred to deals with those men requiring sheltered employment and special care not otherwise provided for.)

PLAYGROUNDS OF ONTARIO

Nature, who, ordained that man shall earn his bread by the sweat of his brow, also endowed him with a capacity for play. She further provided him with playgrounds wherein he might exercise that natural instinct.

The Canadian National Grand Trunk Railways have issued a booklet that provides an introduction to some of Nature's finest playgrounds, set down in the Province of Ontario. In these vast playgrounds of Ontario, Nature is at her best. Ages ago, giant glaciers from the north carved out the beds of Ontario's rivers, lakes and valleys. The play of the ice has produced a splendid scenery. To such an ideal setting for a summer sojourn, Nature has added yet one boon more, that of a perfect summer climate. The air is pure and bracing, laden with the scent of pine. A very brief sojourn in these delightful altitudes brings sure relief to those afflicted with hay fever. To all—old and young, the strong, the weak—this beautiful land, whose summer lingers long with its cool nights and balmy days, brings rest and vigor. A handsomely illustrated booklet entitled "Playgrounds of Ontario," may be had for the asking by applying to H. R. Charlton, General Advertising Agent, Grand Trunk Railways, Montreal.

Another good thing about watermelon is that the dead creatures don't serve it all covered over with mayonnaise dressing.

The rich are a pretty good sort. They realize that the poor are happier and yet remain patient martyrs to their bank rolls.

THE GATES OF THE WEST

Canada's Quarantine Station on Vancouver Island.

Nothing in the health report of Canada's Blue Book gives the reader any idea of the tremendous importance attached to what is known as the preventive station, situated at William Head, on Vancouver Island. William Head stands some 16 miles out from the city of Victoria, a curved, rocky promontory which is the extreme southern point of the island, some two miles away, the station with its red walled group of buildings, suggests one of those toy kingdoms found in European countries; but a nearer view shows a park-like area of three-and-twenty acres, covered with tall Douglas fir and "talking" pines, through which the Arboretum trees gleam russet-red against a background of blue sea, showing the ships that come and go. Here it is that all vessels must "declare" themselves before touching our Canadian shores. Ships showing a clean bill of health are not delayed, but a critical inspection of all incoming passenger ships (suspected) must be made by the resident medical superintendent—first, second and steerage passengers being "mustered" on deck for inspection, the action being carried out under the most agreeable conditions possible.

In Cases of Major Diseases.
In the case of major diseases being found on board, every individual on board comes in for disinfection. This is the modus operandi: Passengers are asked to provide an entire outfit of clothing apart from that worn, the garments are placed in large wire baskets, placed in airtight steam fumigators and made free of any lurking germs. The passenger is conducted to a large building (such as any first-class hotel provides its guests) and shown into a small room where he or she disrobes. Stepping into an adjoining cubicle, a medicated shower bath is released, and here all traces of suspected disease are (it is hoped) arrested. From the shower-bath, the patient steps into a third compartment where the fumigated clothing awaits its owner.

Detention Hall.
The Detention Hall—where the guest is held for further observation—is but a step away, and here every creature comfort in the shape of home life is found. Electric lights, hot and cold water, a fireplace, easy chairs, library; a dining hall catered to from a well equipped cuisine, where the food is prepared, and sleeping-rooms built on the plan of a ship's cabin, with baths, toilet rooms and (happy thought) an entire floor arranged en suite for family groups.

Process of Disinfection.
Here the most modern machinery and apparatus for disinfection is found. Great generators, set up side by side, with airtight compartments sealed by steam-controlled doors of a powerful size; the granites maws taking in the affected clothing under superheated steam, at a temperature of 230 degrees. Sulphurous gases, or formaldehyde, creating havoc with any existing germs. The fumigation plant, hand fed retorts, are ingeniously supplied with trolleys run from the dock and ship's side, thus saving time and labor, both of which cost money to the taxpayer. It might be mentioned here, that in the case of any outbreak of a major disease on shipboard, all expenses are paid by the shipping companies. Separate accommodation is provided all Japanese and Chinese passengers.

Hospital Buildings.
The hospitals are five in number: two being set apart for smallpox subjects, one for scarlet fever and two for minor diseases. The large detention hall (for first class passengers) accommodates over a hundred souls. The average general accommodation furnished is for 600.

There is a small God's Acre upon the grounds. Here you will find a lonely little mound containing the body of a brave soldier, one of the Siberian force, stricken on the way home, and doomed to lie where the Pacific breezes sing his requiem. Poor lad! A little cross, giving name and service, tells the story simply and about it.

MARY MACKWELL.
Metchoin, B.C., June, 1922.

MARINE FIREMEN THREATEN STRIKE
Buffalo—Thomas Conway, secretary of the Marine Firemen, Oilers and Coal Passers' Union, has sent a letter to President Livingston, of the Lake Carrier's Association, outlining demands and threatening to call out 12,000 men if they are not granted. The wage demand is not specific, merely calling for "an increase sufficient to allow the men to live like other working men." The union also asks for collective bargaining and the right of union representatives to visit members on board ship.

way said in his letter, now ranges the pay of the men, Secretary Conway from 14 cents to 23 1/2 cents an hour. The strike vote will not be completed this week, but the poll here shows more than 90 per cent. of the union members in favor of a walkout, Secretary Conway said.

EXPLORERS WERE LOST FOR ONE YEAR

Succored From Lonely Island in the Antarctic. Given Up For Dead.

Mr. T. W. Bagshawe recently described how he and Mr. H. C. Lester, R.N.R., were rescued from their lonely island home in the Antarctic after hope of rescue had been practically abandoned.

Part of an expedition, they were marooned for a year.

"One morning last December I was gathering penguin eggs," Mr. Bagshawe said, "when away in the distance I saw what I at first took to be a small iceberg. The 'berg' drew nearer, and I found her to be a whaler making for the island."

"Our Union Jack, which we had usually hoisted was not flying that morning, and as the ship approached she sounded her siren. She was the Norwegian whale catcher Graham, and on board her were Captains O. Anderson, V. Hansen, and Skedsmo, with the British Government whaling magistrate from Port Sydney, Mr. A. G. Bennett.

Expected a Burial.
"Captain Skedsmo, who, by the way, was the whaling captain to whom the late Sir Ernest Shackleton applied for aid at South Georgia, and who went to the rescue of the members of that expedition, told me that they approached the island with fear and trembling.

"We had all given you up for dead," he said. "We were sure you would never survive the winter. When we could not see the flag flying and there was no sign of life on the island, our suspicions seemed confirmed."

"At this point Mr. Bennett, the magistrate, intervened. 'Yes,' he said, pulling a Church of England Prayer Book from his pocket, 'we were so sure that we should find you both dead that I brought this with me to read the burial service.'"

Before the young explorers left their island—with mixed feelings—they nailed up their boat; but they had built, and posted a notice forbidding any but shipwrecked mariners to touch any of the stores or gear left. Mr. Bennett, the magistrate, duly placed the British Government seal on the door.

How They Passed the Time.
Describing the rigors of the winter they spent among the eternal ice, Mr. Bagshawe and raging blizzards and roaring winds swept the locality. Their eight dogs, in their kennels, close to the hut, set up a constant howl, and the penguins deserted them.

"There was plenty to keep us occupied," said Mr. Bagshawe.

"Every day we had to dig our way out of the hut; often we were completely buried in the snow—a factor which we both thought added to our security from the fearful weather. The dogs had to be constantly excavated from the snow; often we found them lying in their kennels half-frozen, and five and six feet of frozen snow, which had to be attacked with axes."

"In the most sheltered part of the island we placed our tent and a few provisions, and made up our minds that if the hut collapsed during the blizzards we would scramble out of the debris and make for the tent, there to shelter till the storm passed and we could start rebuilding our hut.

"The evenings were devoted to writing up the day's events, reading and tunes on the gramophone.

"Both Lester and I enjoyed an unbroken record of good health, if headaches and occasional toothache be excepted. This, we are both convinced, can be attributed to the very simple food we ate, with abundance of fresh meat provided by seals and penguins,

and more important than all—total abstinence. Tea was our principal drink. Our daily meals for eleven months, save when penguin eggs were plentiful, was as follows:

8 a.m.—Breakfast. Pemican, with ship's biscuit and tea.

2 p.m.—Tea. Antarctic biscuits and very occasionally a little jam.

8 p.m.—Supper. Minceed seal meat, mixed with pemican and dried vegetables, tea and Antarctic biscuits.

Mr. Bagshawe declared his readiness to take part in another expedition. "My regret is," he said, "that I have not been able to see Hope Bay and explore that unknown territory where there remains untold work to be accomplished."

THE ABORIGINE IS STILL WITH US

From The Distant Spaces There Are Men Who Still Marvel. Read the story.

Antoine of the Ciccanis, the first of his tribe to leave the hunting trails of the mountain rivers where Findlay, Parsnip and Peace join their waters; the first of his nation to see a village, pig, chicken, car, chair, or street, after two hectic weeks in Edmonton is preparing once again to return to his native haunts to tell the tale round the camp fires of the wonders of the white man and to be laughed thereat for his pains.

To Antoine the streets are still the maze they were when he first visualized them; every building to him is exactly alike, and only on one occasion has he ventured out alone to probe the mysteries of the glowing store windows for his own especial benefit.

On Monday morning he announced to his friend the trader that he was anxious to become possessed of sundry wondrous which he has visualized in passing to and fro between the hotel and the fur trade offices, but he felt that to accomplish his mission he must be alone and also be allowed to run the gamut of his emotions in the choice of goods with which he intended to astonish his compatriots on the hunting trails of the Findlay country.

Accordingly Antoine was directed in Siciani as follows: On leaving the hotel door to turn to the right, keep close to the wall until he reached the particular store he desired to visit. Business being completed, on leaving the store he was cautioned to turn to the left and again hugging the friendly wall return to the starting point. Duly impressed, Antoine was then provided with a piece of cardboard on which was inscribed, "This Indian boy cannot speak English. If he gets lost please return him to the King Edward Hotel." Thus armed, the Siciani started out on his adventures and allowing no one to crowd him from his position next to the walls, finally arrived at a hardware store, at whose windows he remained motionless for a good half hour, gazing longingly at the things familiar to him: axes, traps, rifles, and ammunition.

A Glorious Hour.
Finally he entered, and entirely deaf to the queries of the clerks as to what he wished to purchase, Antoine spent a good hour in gazing over the serried array of gleaming tools and brightly painted wooden goods. Again and again he returned to the corner where reposed the carpenter's tools; here was a beautifully yellow and shiny three-foot rule. It was irresistible, and though Antoine has not the remotest idea what a rule is for, he finally summoned up his supply of shy English and said, "Buy him."

The ice broken, purchase number two was quickly decided upon and he Siciani became the possessor of a patent camp axe; still there remained a few dollars of his scant supply,

CHANNEL TUNNEL PLANS

Considerable interest has been the English Channel tunnel scheme aroused by the statement that when obtained the necessary parliamentary authority new methods will be utilized in the boring operations. It is known that complete plans for the work have been prepared by P. C. Tempest, the engineer of the Channel Tunnel company. At present there are two outstanding schemes for the conduct of the work; in one the point of departure of the tunnel is from St. Margaret's Bay; in the other from the foot of Shakespeare's Cliff, Dover.

According to a London paper Sir John Hawkshaw, who favored the St. Margaret's Bay route, proposed to drive the tunnel in the lower chalk, but the advocates of the Shakespeare Cliff line prefer that the tunnel should be driven through a particular bed of the lower chalk known as the chalk marl, which, owing to its clay content, is said to be impervious to water. It has been proved that this deposit extends from shore to shore, and there should be no difficulty in following it, although its course may not be in quite a straight line. This route would cross the narrowest section of the straits of Dover.

Special consideration has been given to methods of excavation. To ensure speed of construction a considerable number of working points are desirable and the scheme has been designed to provide for this requirement. Much interest attaches to an excavating machine designed by Mr. Tempest, which is now being assembled, and which when erected will be tried in the chalk marl. It is believed that this excavator will have a greater output than any machine hitherto used for tunnel boring. The work of dealing with the spoil has also been the subject of special study, as it is impossible in the case of a submarine tunnel to remove it through shafts. One or two somewhat fantastic schemes have been proposed for discharging the spoil under pressure into the sea. Preference, is, however, likely to be given to the slurrification method, by which the spoil would be converted into liquid by the addition of water and discharged from the tunnel works by pumping plant. As compared with the ordinary method of loading the spoil into wagons and hauling it away in train leads the slurrification process would save time and money.

Somehow a girl in kickers looks more enticingly kicked than a man would in skirts.

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