

Bolshevist Portraits.

III.
SOME COMMISSARIES.
(The Times.)

One of the most curious features of the Bolshevik movement is the high percentage of non-Russian elements amongst its leaders.

Of the 20 or 30 commissaries or leaders who provided the central machinery of the Bolshevik movement, not less than 75 per cent. are Jews. Karachan is an Armenian. Peters, the head of the Moscow Extraordinary Commission, and Vatskov, the Commander-in-Chief, are Letts. Only Lenin, Bukharin, Petrovsk, Tchitcherine, Lunacharsky, and Krilenko are Russians. Of these Lenin is a law unto himself; Bukharin is an independent with independent views and an independent attitude inside the party; Krilenko is a degenerate, while Tchitcherine and Lunacharsky are to be regarded rather as sentimental and somewhat feeble-minded visionaries than as active revolutionaries.

If Lenin is the brains of the movement, the Jews provide the executive officers. Of the leading commissaries, Trotsky, Zinovieff, Kamenoff, Stekloff, Menjinsky, Uritsky, Joffe, Zaslavsky, Velodarsky, Petroff, Litvinoff, Smidovitch, and Yorovsky are all of the Jewish race, while amongst the minor Soviet officials the number is legion. Of all the Bolshevik leaders Petrovsky, the Commissary for the Interior, and a former member of the Duma, is practically the only one who in any way can be described as a working man. The rest are all intellectuals of bourgeois or petty bourgeois origin.

Zinovieff.

If the gulf between Lenin and Trotsky is a wide one, there is little to choose, with regard to general ability and influence, between Trotsky and Zinovieff. Trotsky, it is true, is generally regarded both in Russia and outside it as the second man in the Bolshevik Party and the probable successor of Lenin. Trotsky, too, it was who was summoned from last August, after the attempt on Lenin's life, to take charge of the Bolshevik rudder of State. And yet it may be doubted whether the impetuous Commissary for War has as great an influence with Lenin as the more logical and strictly "Bolshevist" Zinovieff, who during many years of exile has been Lenin's closest friend and inseparable companion.

Ovsei Gershon Apfelbaum, alias Zinovieff, Rodomysl Shatzky, Zinovieff, was born in the Ukraine in 1883. In his early youth he came under Lenin's influence, and has remained under it ever since. Like nearly all the genuine Bolshevik leaders, he suffered imprisonment during the days of the old regime, and after his release was forced to flee abroad. During the 10 years immediately preceding the war he was one of the most active members of the Bolshevik Central Committee, and for some years was secretary of the party. At the beginning of the war he was with Lenin in Galicia, and took a firm stand beside his chief in his wholesale denunciation of militarism and of the war aims of both sides of belligerents. From 1914 until the March Revolution he edited with Lenin the Social-Democrat, a paper published in Switzerland and devoted mainly to a sweeping condemnation of those Socialists who supported the war or who made no active resistance to it. With Lenin, too, he represented Russia at the Zimmerwald, Berne, and Quintal conferences.

When in March of last year the Bolshevik Government withdrew from Moscow Zinovieff remained in Petrograd as President of the Northern Committee.

Of short stature, broad-shouldered, clean-shaven, with firm mouth, cold, calculating eyes, abnormally large head and high forehead, Zinovieff certainly gives one the impression of a man of intellect. It is a cruel face, but one feels instinctively that it is the face of a man of reflective, logical cruelty rather than of the passionate nature of a Trotsky. A fine orator, Zinovieff has something of the dialectical brilliance of Lenin. He has, however, few original ideas, and must be regarded chiefly as a phonograph of his master. He is a bitter enemy of the English, and during the past three months has been trying to inflame the minds of the workmen of

Petrograd a passionate hatred for England as "the country that can never be reconciled to Russia." As virtual dictator of Petrograd, he is responsible for the savage cruelties and murders which have been committed in Petrograd in the name of the Revolution. Perhaps the frequent panics which the "advance post" of Bolshevism has experienced during the past year have affected his nerves. At any rate, the terror has been very much worse in Petrograd than in Moscow.

Sverdloff.

Of the same bitter, implacable type is Sverdloff, the President of the All-Russian Executive Committee, whose death was recently reported in the Bolshevik wireless. Born in 1885 at Nijni-Novgorod, and like Trotsky the son of a chemist and a Jew, Sverdloff, after the usual gymnasium education, began his own career in a chemist's shop. When only 17, however, he was sentenced to two weeks' imprisonment for taking part in a demonstration at a student's funeral, and for the next 10 years his life was one long round of imprisonment and collisions with the police.

With coal-black hair, fierce eyebrows, piercing eyes, and black mustache and pointed beard, Sverdloff is a striking figure, sometimes after the manner of a Spanish Inquisitor. Not lacking in courage, he makes an efficient chairman at the various meetings of the Central Executive Committee or the All-Russian Congress of Soviets. While Lenin is President of the Council of People's Commissaries, or Prime Minister, Sverdloff's position corresponds more or less to that of President of the Republic. He it was who received Count Mirbach when the German representative came to present his credentials to the Moscow Government. He was greeted by Sverdloff "as the representative of the nation with whom we signed the Treaty of Brest."

NOTICE

TO CORRESPONDENTS!

Correspondents are requested to accompany contributions with their real names, not necessarily for publication but as a guarantee of good faith. In future no correspondence will be considered unless this rule is adhered to.

Irreverent Bibles.

Printer Who Was Fined £300.

Some copies of old Bibles that were recently placed on view in the Albert Institute, Dundee, were a veritable comedy of errors.

There was exhibited, for instance, "The Vinegar Bible" printed by John Baskett in 1716, and relating "the parable of the vinegar." So full of similar mistakes is this work that it has been called after the printer, "a basketful of errors."

A much more costly slip mars the text of the Bible printed in 1761. It has earned its title of "The Wicked Bible" by the omission of an all-important word in the Seventh Commandment, for which delinquency King Charles I. fined the printer £300.

"Buggies by Night."

A cursory glance at present-day of the Bible reveals but little of the delicacy of taste displayed in its compilation. Who, for instance, would guess that the deeply resonant "pestilence that walketh in darkness" which appears in the 91st Psalm has its origin in anything so urbane as "Thou shalt not be afraid of the buggies by night." The latter is the rendering of "The Bug Bible" of 1549.

Treacle is mentioned in an old print of 1573, one verse in Jeremiah reading, "Is there no treacle at Gilead, is there no pilsation there?" "Balm" is the word now substituted, although it is interesting to note that in Venice "treacle" is still used to soothe certain sores.

"Stafford's Phorators" for Coughs, Colds, Sore Throat, Bronchial Troubles, Croup, Loss of Voice.—Feb 14, 1919.

Letter to Prime Minister.

CONCERNING RAILWAY CONDITIONS.
Change Islands.
April 19, 1919.

Rt. Hon. W. F. Lloyd, K.C.M.G., Prime Minister, St. John's.

Dear Sir,—Having recently barely escaped with my life from a railroad accident, two miles east of Clarendville, when the sleeper Trepassey was derailed and ditched, I wish to most forcibly protest to you and your honorable colleagues against the present condition of the railroad from St. John's to Lewisporte, and I am told that the same conditions prevail for the entire length of the road. Permit me, in the first place, to say that in taking this step I am not animated by any partisan political feeling or by any desire to figure prominently in the press, but as a young Newfoundland, and one whose duties sometimes make it imperative that I should travel by rail, and having personally suffered from existing conditions, I would be negligent in my duties to myself and the travelling public, very I to withhold from publicly denouncing those responsible for the present deplorable condition of our line. I am not a railroad man, I feel certain that those experienced in this work will agree with me, that when railroading is conducted along proper lines, run-offs or derailments may happen, but they are exceptions.

For some time past and especially at the present, it is an exception to make a journey by rail of only a few miles without experiencing derailments.

The management may claim that such an accident as we experienced would be caused by reckless driving or some other neglect on the part of the conductor, but I wish to say that such was not the case on this particular trip, as I think the following facts will disclose to your satisfaction. We left St. John's on Thursday, 10th inst., at 1 p.m. in the car Trepassey attached to the regular cross-country express, and after travelling without any apparent delay, we were derailed and ditched at 2 a.m. on the 11th, two miles east of Clarendville.

The distance covered in the time stated should at once satisfy you that there could be no reckless driving, as we should have covered the distance to Glenwood in the same time.

But for the unfortunate happening of two years ago, when so many people were burnt to death, our party would have been victims of a similar tragedy, and no coach whether baggage, second-class, first-class or Pullman should be again allowed to leave St. John's without being electric lighted, and under no condition should a lamp be allowed lighted while the trains are in motion. The same applies to the branch lines, all cars heated by stoves and lighted with lamps, should be condemned immediately, thereby obliterating the possible recurrence of that awful tragedy of two years ago.

A few years ago it was rare to hear of an accident on our railroads, while of late years such accidents are daily, and it is apparent to all that there must be some cause for existing conditions. We are a long-suffering people, going along in our ignorance, and we are obliged to stay at home to the detriment of our business, or to take the risk of an almost certain disaster if we travel by rail. It is time for us as a country to raise our voice in protest and to make matters so unpleasant for those in authority, that something will be done to safeguard the lives of our citizens.

Our railroad is considered a disgraceful joke on our country by those of our friends who visit us from sister dominion and the United States, and the only conclusion to be arrived at is the fact of existing conditions, is the fact that both you and your colleagues lack the courage to compel the railroad company to fulfill their contract in a more satisfactory manner.

Something must be done and at once, and I wish to warn any who anticipate meddling by that they do so at the peril of their lives. You can, Sir, accept it from me that as a colony we are not going to stand for existing conditions, unless you and your Government make an effort and at once, to remedy matters, we will be compelled to take such steps as we may deem expedient to ensure to us better treatment from the hands of those in authority.

I feel it to be my duty to forward a copy of this letter to the Press for publication, so that the public may know that this protest has been made, and that I am honest in my efforts to see the country benefit by my unfortunate experience.

I would also appreciate your acknowledgment of this letter with an assurance that no time will be lost in making an honest effort to remedy matters.

I am, Sir,

Yours truly,

E. D. ELLIOTT.

Pigeons Disable "Plane."

An aeroplane was disabled by pigeons recently while making a flight in England. It appears that the machine, an army aeroplane, ran into a large flock of pigeons. The propeller struck a number of the birds, with the result that it was badly shattered. The aviator was forced to volplane to earth.

"A Stitch in Time."

At the Casino Theatre to-night the above named play will be presented by the Harkins Players. "The Sydney Record" speaks of play and players as follows:

"The Harkins" Players won new honors in their presentation of 'A Stitch in Time' at the Strand when their work was watched and applauded by a large audience. In some respects the production was the best that the company has given here this year as the bright comedy, full of sparkling lines, was played with skill and finish. All the roles were capably handled, some of them being portrayed exceptionally well. Miss Edna Bern had more opportunity than in previous productions to display her talent and her work in the role of Mrs. Trevor won general admiration. Miss Marjorie Dalton, cast in the difficult role of Phoebe Ann Hubbard, again delighted the audience, and Miss Symona Boniface was entirely satisfactory as Lola Trevor. The men in the cast played their parts well. Clay Cody was again very good as were Keith Ross and Paul Huber, who had a part more suited to him than some of the others he had played earlier in the week."

Friday and Saturday nights the sensational "Crook" comedy success, "Cheating Cheaters."

Matinee Saturday 2.30. Seats now on sale.

Published by Authority.

"His Excellency" the Governor in Council has been pleased to appoint Rev. W. J. Rowe, to be a member of the Church of England Board of Education for the District of Smith's Sound, in place of Rev. Hugh Pacey, B.A., left the District; Mr. Walter A. Atter, to be a member of the Church of England Board of Education for the District of Twillingate, in place of Mr. Arthur Colbourne, resigned. Department of the Colonial Secretary, April 29th, 1919.

MILITIA ORDERS—No. 42.

(By J. R. Bennett, Esq., Minister of Militia.)

1.—Honours and Awards:

No. 3849, Sergt. John E. Bishop, awarded Belgian Chevalier of the Order of Leopold II.

2.—Promotions:

Major A. E. Bernard, M.C., to be Acting Lieutenant Colonel from March 31st.

Cadet (No. 110, Q.Q.M.S.) G. S. Claridge, to be 2nd Lieutenant from March 17th.

Cadet (No. 674, Staff Sergt.) E. Wellman, to be 2nd Lieutenant from March 26th.

Cadet (No. 935, Sergt.) H. Baird, to be Hon. 2nd Lieutenant from April 26th.

Cadet (No. 3856, A/Sgt.) G. D. Flynn, to be Hon. 2nd Lieutenant, with effect from April 16th.

Cadet (No. 2182, A/Sgt.) P. J. Connors, to be Hon. 2nd Lieutenant, with effect from April 16th.

3.—Retirements:

Second Lieutenant G. S. Claridge is retired, with effect from March 17th, and is placed on the Reserve List of Officers.

Second Lieutenant E. Wellman is retired, with effect from April 26th, and is placed on the Reserve List of Officers.

Hon. 2nd Lieutenant H. Baird is retired, with effect from April 26th, and is placed on the Reserve List of Officers.

Hon. 2nd Lieutenant G. D. Flynn is retired, with effect from April 16th, and is placed on the Reserve List of Officers.

Hon. 2nd Lieutenant P. J. Connors is retired, with effect from April 16th, and is placed on the Reserve List of Officers.

W. F. RENDELL, Lieut.-Col., Chief Staff Officer.

April 29th, 1919.

C. L. B. Band Parade for the First Time.

The C.L.B. under Capt. Lindsay, accompanied by the fine brass band that organization, under Lieut. J. J. Miller, paraded on Easter Sunday evening, and it being the first occasion of the band to appear in public was much admired and appreciated. The parade turned out in goodly numbers, while the music rendered

Fresh Halibut!

NEW YORK TURKEYS. FRESH EGGS. NEW YORK CHICKENS.

SCOTCH CURED HERRING. PICKLED OX TONGUES.

VEGETABLES—Carrots, Parsnips, Beet, Cabbage, Cauliflower, Turnips.

Potatoes, Onions.

FRESH FRUIT—California Oranges, Apples, Grape Fruit, Lemons, Tangerines.

"OVALTINE," "WILBUR'S" COCOA.

"LESLIE'S" BAKING POWDER. "ICEBERG" SOAP.

(Sole Agents) NEW GARDEN SEEDS.

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GAMBLING OR INVESTING.

If you wish to gamble, well and good, but if you wish to invest your money in a business where ripe judgment, commendable initiative and judicious courage are likely to reap their proper reward, give your time to a careful investigation of the possibilities of

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EARLY AND LARGE CASH DIVIDENDS.

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A Man's Hat

There's nothing effeminate about the "CHRISTY".

It's a Man's Hat for a Man's Man.

None of the fripperies of extreme styles and colourings about the "Christy."

For the man who appreciates a bold, masculine line to his attire, it is the "really true" Hat.

Smyth's
ESTABLISHED 1875

Miss Information.

TEACHING "CLEO" HOW TO OPERATE THE NEW ADDING MACHINE.

By Cowan



WEDNESDAY!

WEDNESDAY!

WEDNESDAY!

The Ladies' Auxiliary

Andrew's Society will

first Sale of Work in

Rooms, Smallwood

Duckworth St. (opp.

on Wednesday after

3.30 to 6 o'clock. We

daintiest of Nightgown

Underwear for ladies

Rompers and Fancy

children. Our Fancy

Handkerchief Stalls will

you. Afternoon Tea

passed. At 8 p.m. the

Party and Dance con

You have heard of the

bined Card Parties and

we get up occasionally

one is going to break

records. Come on along

LONDON

LONDON, April 7th, 1919.

ALBERT TO FLY.

Albert will shortly proceed

to the largest aerodromes in

France in practical flying.

He will be treated in

the same manner as any

of his rank, except that

he will be allowed to sleep out

of his quarters being provid-

ed close by. The King has

His Royal Highness shall

serve with the Royal Air

Force some years to come,

being extremely anx-

ious to make flying his

career. Specially quali-

fied officers are being detailed

to him, and in due course

the Queen propose to wit-

ness experimental flight. The

King was anxious to be

with his brother on this

and this has not been found to

DOUGLAS'S GARTER.

It is said that when the "peace

was distributed, the King

gave the Garter upon Sir

Robert, as this was the honor

of the South Sea.

Presumably, like Earl

Marshall Haig will re-

ceive a money grant. Court

requests that he will be in-

duced to the Garter by the King

at Windsor on June 1st.

SEA SECRET OUT.

Particulars are now out about

Leopard. She was the

shipmaster Yarrowdale, taken by

the Germans on December 11, 1918.

Leopard bound, and sent to

under a prize crew. The

ship and she reached the

port on December 20 of that year.

The prize court condemned her

as a prize of war, and she was at once

independent raiding cruise

commissioned as the auxiliary

Leopard. Despite her dis-

abled condition, she was at once

in the North Sea, probably

with several forces. In fact,

she was under the guns of the

cruiser Achilles and of the

city cruiser Dundee, of about

10,000 tons. Against these she

lost a chance. By the iron

hand, the Moewe arrived home

on 20th March, four days

after the ex-British Yarrowdale

had been captured. This Leopard was a ship