

THE YUKONER



The Voice of Progress in Canada's New Northland

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Yukon Grows To Maturity - - - Forgotten By Ottawa!

Yellowknife People Win!

IN the recent election of three trustees for the Yellowknife District Administration Council, the PAC of the Yellowknife District Miners' Union endorsed the support of three candidates. Major "Shorty" Nelson, Herb Kerr and Russ Cummings. The election was of major importance, and men and women came out to cast their ballots in the largest polling on record for the Territories.

The union-endorsed candidates running against a full sheet of seven nominees, smashed home a clean cut victory at the polls. The success of our campaign lay in the efforts and unity of the PAC and union membership.

The government has taken a defeatist "buck-passing" attitude, in the reconversion of war-time to peace-time production. They are dancing to the tune of the monopoly, adhering to the dictatorial policy laid down by financiers of huge profits, who control not only the purse strings at Ottawa but the legislation as well. They clog the wheels of industry, resulting in chaos and poverty, while the unemployed march again down the beaten, desolate track.

They lie drooling amongst their

Dawson Creek May Buy Power Plant

DAWSON CREEK, Nov. 27—Property owners here Monday night asked the village council to enter negotiation with the Provincial Government for purchase of the electric light plant left here by the Alaska Highway construction authorities.

The plant would be used to supply the village with light and domestic power.

The property owners also endorsed construction of a \$200,000 high school.

war time profits, paid for in interest with the lives and broken bodies of Canadian men and women. With our people crying for every day commodities and materials they wait for bigger de- and hunger profits. They call it the transition period but I call it "SABOTAGE."

A New Year's Greeting From The Editor

WE will celebrate Xmas of 1945 in comparative peace. The war is over; the military defeat of the nazi-axis powers has been achieved. The cost of victory, in terms of human suffering has been tremendous—far exceeding anything in history. Yet that "Peace on Earth, Goodwill towards Men" message that originated twenty centuries ago, seems as remote as ever. We the common people have won the war—but the Peace is still to be won.

Reaction with its "atomic bomb" diplomacy is already working feverishly to begin World War No. 3. In Canada, as elsewhere in the Anglo American world, reactionary monopoly capital, with its Tory jannusaries are busy at the old game of confuse-divide-and-rule. The Four Freedoms of the Atlantic Charter provide for these Philistines a fine smokescreen, behind which they carry on their conspiracy against democratic progress and peace.

While we celebrate again the spirit of Xmas, in which the ideals of human brotherhood, peace and goodwill are reaffirmed in our hope of Tomorrow; and as we meet the year 1946 in our various ways, let us make one Resolution—to Unite All the Forces of Progress to Win the Peace. To recognize that the indivisibility of peace is the indivisibility of the common people to win it. This is our obligation and our duty to Canada's dead on this Xmas Day. To win the Peace, so that their sacrifices were not in vain.

To all my friends in the Yukon Territory—in Yukon centres and out in its remote cabins in the hills, I extend a warm greeting, and the fervent wish that the year 1946, by and through the united efforts of all of us, will be a year of determined resolve to win the heritage of the Yukon for its people. A Yukon in which Prosperity, Progress and Peace will prevail.—TOM McEWEN.

Governor Gruening of Alaska Says . . .

THE great gold strikes of the Klondike, the Yukon Basin and Nome, ushered in the second period. A rush of prospectors came to the Territory, each hoping to make his pile quickly. Alaska was viewed by the overwhelming majority of them as a place in which to get rich overnight and then to retire from.

"They were a hardy race of men. They wrote a great chapter in the American epic—the final chapter perhaps of the Westward march of the pioneer . . . But certainly, few if any of them planned to settle here. What they won through their physical

efforts, enterprise and luck, they hoped to take "outside" with them.

"Such an attitude clearly was not conducive to permanence, to the improvement of environment, to the founding of homes.

"Today a third generation has begun—a third generation Alaskan-born and bred, which has no sentimental ties with the "outside", a third generation which knows only Alaska and loves Alaska, a third generation which wishes and expects to stay here, to found homes here, to bring up its children here. It is to this third, this present, this growing generation, which holds the hope and future of Alaska, that we must dedicate our attention and our efforts.

"For it must be clear that today still far too much survives in Alaska of the earlier practice of take-it-all-out, leave-as-little-as-possible, spend-nothing-in-Alaska."

Just switch the word "Yukon" for "Alaska" and those remarks of Governor Gruening fit the Yukon like a well-fitting glove.

A generation has grown up in the Yukon to whom the Yukon is home. A generation to whom Ottawa, with its political appointees and tory marons, have been derelict in their responsibilities. A generation which has been systematically plundered, together with the plunder of its homeland by reactionary monopoly capital. A generation which is realizing with ever-growing clarity and vigor, that what Gruening says for Alaska, applies with equal force to the Yukon.

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War Clouds Still Threaten

THE crash of the atomic bomb over Hiroshima and Nagasaki reverberated around the world, heralding the birth of a new era—the era of atom energy. The question on the lips of mankind everywhere was could this great scientific discovery, with tremendous destructive potentialities, be controlled and harnessed for human progress? Men of science said it can; that its discovery and use in peaceful pursuits could blaze a new and brilliant path to human life, liberty and happiness.

"Atomic bomb" statesmen in Washington decreed otherwise. The King Truman-Attlee conference touted the atomic bomb "secret" as a new weapon of war—as a threat against those peoples and states, and in particular against the Union of Soviet Socialist Republics, whose system of governments and institutions do not fit in with the predatory imperialism represented in Washington. Behind King, Truman and Attlee stand the powerful Canadian Trusts Limited, the Imperial Chemical Industries of the United Kingdom and the DuPonts of the USA. Interlocked with these powerful salesmen of war are the Japanese Mitsubishi, the German I.G. Farbin, Vickers Limited, the International Nickel Co. and our own Consolidated Mining and Smelting Company.

This is the great chemical cartel who desire that the atomic bomb "secret" be kept in the hands of governments subservient to their will, and used, first as a threat, secondly as a reality, against those peoples and governments who have pinned their faith upon the high principles of the Atlantic Charter and the Teheran and Potsdam conventions.

The "secret" of the atomic bomb is the political blackmail of resurgent imperialism upon its erstwhile allies. The discovery of atomic energy is no longer a secret. The issue is getting into production—an armament race for World War III with the odds at present in favor of the Anglo-American imperialist blackmailers. The common people know from bitter experience that Big Business whether in Britain, the USA or Canada, observe no national loyalties or human ethics where profits are concerned. They see millions of peoples whom they dominated and exploited, marching towards a higher concept and goal of human freedom. Hence their use of the "secret" of atomic power to blast civilization back to the jungle of imperialist exploitation.

An awakened and aroused public opinion must demand that the manufacture of atomic energy be taken out of the hands of an international chemical cartel and its "atomic diplomats" and placed in the hands of an International Control Commission of the UNO to be developed for human weal and progress.

Otherwise the blast that ended Hiroshima and Nagasaki marks the beginning of the blast that will end civilization.

CODE OF THE YUKON STILL PREVAILS

REFUSING to leave his dog which panicked and hid in the debris, when a howling blizzard up in the Sixty-Mile flattened his cabin, Jesse West, 77-veteran miner of Dawson, is now in hospital. For 4 days West sought shelter from the storm in the cab of an old truck, where he could be beside his fear-stricken dog. Finally driven by cold and hunger, West started for his neighbor's cabin 16 miles away. It took him 17 hours to make the

trip through deep drifts and biting cold.

West was brought into Dawson by Ole Medby, husky young Dawson-Sixty Mile mail carrier, who drove his dog team day and night for 2½ days over a 100-mile storm swept stretch to bring the badly frozen veteran miner into hospital. Medby is reported heading back into the Sixty-Mile blizzard area to search for other missing miners in the sparsely-populated area.

A Pattern for the Yukon

RUSSIANS' PROGRAM ON GRAND SCALE

MOSCOW, Dec. 2 (AP)—Peace has brought development for the vast sub-Arctic empire which Russia began to build on the Northern Coast of Siberia before the war.

Large settlements of pioneers have long been established in the vast area for the handling of timber, furs, coal, oil and rare minerals. A constant procession of ships steamed during the warmer months from Archangel to Vladivostok and back.

The war slowed the program. Although supply ships still made the Arctic run and planes took out necessary supplies, all except necessary energies were turned directly toward winning the war.

With the fighting ended, almost every day brings a report

Moscow through Archangel, Igarka, Tiksi Bay, Cape Schmidt to Provideniza Bay, around the tip of Siberia opposite Alaska. The planes carry passengers and freight and the round trip takes six or seven days.

Weather observations and ice mapping make possible prediction of the proper time for ships to enter the various passages along the Siberian Coast notably between the New Siberian Islands and the mainland, with others*to the Southward of Svernaya Zemlya and Novaya Zemlya.

The Arctic is paying off through gold, silver, platinum, phosphates, furs, fish and timber. Cities have been established, notably Kirovsk in Lapland with a 40,000 pre-war population and Igarka with at least 20,000 in the timber region on the Yenisei River.

But just as important is the opening of shipping around to Eastern Siberia which is now expected to boom with the Soviet regaining Southern Sakhalin and other lands and ports seized by Japan.

100 SHIPS IN ARCTIC

Russians have long dreamed of developing the North and even bought the world's first ice-breaker, the Yermak, from England in 1898, but nothing important was done until the Soviet started. The ice-breaker Siberiakov smashed through in 1932 from Archangel to the Pacific, the first such achievement in history.

Before the war more than 100 ships were operating in Arctic waters and an average of 14 sailed all the way through each season. Within a few years the Soviets expect scores of ships will make the full passage.

The Arctic Institute at Leningrad averaging 600 students, supplies trained personnel for the work.

JOIN NOW

Join the Labor-Progressive Party and build up a Peoples' movement for Yukon progress and development.

Make the LPP the Party of the Yukon's "third generation"—the Party to end tory stagnation, plunder and reaction in the Yukon. For further information on the Labor-Progressive Party, Write, J. Boyd Gordon, Box 133, Whitehorse, Y.T.

of some ship voyage or airplane flight carrying out polar exploration on a scale new to history.

Just the other day Pilot M. A. Titlov made the first map of the ice pack which will be of great benefit to Spring navigation across the top of Siberia. The famed icecutter, Lenin, reached Weise Island in the Kara Sea to establish a new geophysical station. On another island the first automatic radio meteorological station has been established. Still another automatic station will be installed on a drifting floe.

The Soviets have opened a 4977-mile Arctic flying boat route with regular schedules from

Many Canada-U.S. Authorities Discuss Yukon Highway

Is This Ottawa's Postwar Plan For Yukon?

(Time Magazine, Nov. 26, 1945)

BETWEEN the lines of a routine handout about an ostensibly routine military maneuver, Canadians got a quick glimpse at the lowering future.

Next February 14, said the National Defence Department, a small Canadian Army force, probably as few as 45 highly trained officers and men, plus some hand-picked observers from other nations, would start out from Churchill, Manitoba, on the west shore of Hudson Bay, in a maneuver called "Operation Musk-Ox." In cabled, high-powered, 4½-ton snowmobiles, Canadian-designed for the invasion of Norway, they would plow northward through long Arctic nights and through temperatures 50 degrees or more below zero. Three thousand miles later after a gigantic U-turn on the roof of the earth, "Operation Musk-Ox" would arrive at Edmonton. The only breaks in 81 days of isolation would be the visits of RCAF supply planes bringing fuel and food.

Purpose of "Operation Musk-Ox," said National Defence, is to study "winter operations generally in the Arctic weather zone," to assess "the mobility of over-snow vehicles." But everyone knew that any foreseeable war would not be won—or even fought—with tracked motor vehicles. What soldiers knew was that the polar icecap was no longer an impenetrable natural defence on Canada's topside. So "certain technical research projects in Arctic air and ground warfare will (also) be studied. . . . The expedition is expected to obtain information of immense value."

What information—bases? Sites for launching rocket bombs? Reporters who asked such questions got only a grin and an answering question: "What do you think?" With out mentioning atoms, a cabinet minister somberly said: "We all know that invasion of North America, if and when, will come from the north, not the south. . . . We have to be ready. . . . We have to be able to live, travel and fight in the cold."

CANADA TAKES OVER HIGHWAY

REPORTS from Ottawa indicate that early in 1946, units of the Canadian Army will take over the supervision of the Alaska Highway from Dawson Creek to the Alaska boundary, and that perhaps by the summer of 1946 the Highway will be open to civilian and tourist traffic.

To the people of the Yukon this will be good news, since it may be some little indication that Ottawa has finally awakened to the realization that the Yukon is Canadian territory and that its people are entitled to be regarded as such. U.S. army domination plus Ottawa procrastination and buck-passing has been highly detrimental to stable progress in the Yukon Territory.

Magnusson Takes Road Initiative

WASHINGTON — Sen. Warren Magnusson (Dem.-Wash.), has urged President Truman to consider a plan designed to "salvage" for peacetime use at least part of the Alaska Highway.

Constructed during the war to link the United States and Alaska, the highway now is for the most part "useless," Sen. Magnusson said. But part of it could be used, he suggested, if a link is built between Prince George, B.C., and Whitehorse.

The senator estimated that the link might cost \$18,000,000. He proposed two or three Americans be appointed to confer with a like number of Canadian delegates regarding the possibility.

BUILD OUR FUTURE

Lack of hydro power and highways, along with the high cost of transportation, are chiefly responsible in impeding the progress and development of this country. With the powers that are vested in the local administration, and with the co-operation of the complete council, we can forge ahead to bigger industry, by instituting legislation along the lines of democracy. Let us not falter, but let us fight to build our future. In this land of the mid-night sun lies Canada's last frontier. Working men and working women must have their voice. In the unity of all people is our total victory.

A PLAN for highway-building through British Columbia to Alaska and another for a territorial exchange involving this province, are favored by members of two U.S. congressional committees who passed through Vancouver recently on their way north.

They are:

1. Early construction of a 1,000-mile road from Prince George to Whitehorse, thus extending the Alaska Highway from Alaska to the U.S. via Vancouver.

2. Swapping of a corridor of Washington State for a strip of B.C. which Alaskans want to link their Panhandle with the Alaska road.

Simultaneously, a Washington D.C., announcement said arrangements are being made for Canada and the U.S. to settle the Alaska Highway problem once and for all.

MAY ABANDON ALCAN

When President Truman returns from Europe he will make two suggestions to Canada:

1. That the International Highway Commission be re-established or each nation appoint two special representatives. Duty of either body would be to make recommendations for the future.

2. Possible abandonment of the present Alaska Highway, which is too difficult to maintain, and the building of two new routes to Alaska through B.C.

In the latter connection, it is claimed a new highway from Prince George to Whitehorse can be built for \$18,000,000, cost per mile being only 35 percent of that of the present Alaska Highway.

The other route, already built in rough state, is the Haines cutoff, running through northern B.C. and reached by sea from Seattle and Vancouver.

Fifteen members of Congress made up the two committees which arrived in Vancouver by CPR boat from Seattle, and took the C.N.R. night boat to Juneau, Alaska.

Headed by Governor Ernest H. Gruening of Alaska, the delegation will study road, population and all other problems affecting Alaska's future.

BACK HART'S PLAN

Their backing would favor the road proposal broached by

Premier John Hart, and which he says he will submit to Prime Minister Mackenzie King at the Dominion-Provincial conference at Ottawa.

"I am 100 percent in favor of Premier Hart's proposal," said Governor Gruening. The governor hinted it is possible the U.S.—if it gets the green light from Ottawa—may build a paved all-weather highway connecting Prince George with Fairbanks, with or without Canadian financial aid.

The ceding of a strip of U.S. territory favored by Governor Gruening would involve land in the vicinity of Grand Forks, and would give B.C. an all-Canadian route across the province in that area.

To Congressman Will Robertson of Utah, chairman of the roads committee, however "beautiful Vancouver is the only practical route in a highway system which I would like to see extending right through the U.S. to the South American border from Alaska."

In the U.S. capital, it is believed a proposal to give Canada territory in northern Washington state, including Point Roberts, has been dropped.

A suggested solution in Washington, B.C., now is to make Point Roberts a customs-free port.

MAY START NEXT SPRING

SEATTLE — Howard Costigan said here recently it was "possible that actual construction work on the western route to Alaska may be under way by the spring or summer of 1946," quoting Sen. Warren G. Magnusson (D-Wash.).

Costigan, secretary of Gov. Mon C. Wallgren's advisory commission, said he learned in talking with the senator at Washington, D.C., that a meeting probably would be held soon at Vancouver, attended by representatives of the United States and Canadian governments.

Its purpose, he said, would be for discussion of allocation of highway costs and to decide upon the route. Senator Magnusson would plan to attend.

On Parliament Hill

GEORGE has gone to sleep again. That's a fact. When the tory front-benchers like Green, Diefenbacher et al get going, there is not much for George to do, so this "grand old man of Canadian politics" as the Vancouver Province has dubbed him, drops off to snooze, heartened by the knowledge that his parliamentary stipend keeps going even if he doesn't.

Bill 15 has had its first reading, and has gone back to committee for some revision. For sheer unadulterated fascism, Bill 15 has anything Hitler, Hiroshito or Mussò ever put on their statute books beat. The war having ended against Germany and Japan, we are presumed to be in a state of "National emergency" and so special, extraordinary powers are needed — oh no, not to build homes or hospitals or schools or roads or parks or rest and culture, but to curb those people who may think such things should be built as part of the business of winning the peace. Labor desires union security and decent Canadian standards of employment and leisure. The people of the Yukon want roads, homes, decent wages, a chance to live. The powers that be have talked and talked and frittered away time, but have made little or no practical steps towards reconversion from wartime to peacetime employment, nor faced the task of rehabilitation of the thousands of men and women of Canada's armed forces back into civil life. So now we have a "national emergency" and our tory morons at Ottawa seek to solve a "national emergency" of their own creation in the best Hitlerite style. Hence Bill 15.

Under Bill 15, the Governor-General in Council, which is the government, seeks to be armed with virtual dictatorial powers, which will enable them to regu-

late employment and wages; cancel naturalization papers; order wholesale deportation—all without recourse to law or court of appeal. Shades of Section 98, originated in 1919 under the government of Arthur Meighan to break the Winnipeg general strike. While Section 98 stood all former concepts of British law and justice on its head, at least a citizen could seek legal defense. Not so with Bill 15. It is the embodiment of nazi dictatorship, pure and unadulterated.

And that great "friend of labor" George is still snoozing. It is time a few resolutions, wires, letters and so forth went forward from Yukon labor, protesting Bill 15 and telling George to wake up long enough to tell Parliament that the Yukon is unitedly opposed to tory fascism being foisted upon Canadians, who have fought and died and sacrificed to the end that Nazism be destroyed.

Bill 15 is an insult to Canadians—to the living and the dead. All Canada is raising its voice against the tory-fascist iniquity. Tramp on it while there is still time.

CANADA TAKES OVER ON JAN. 15

OTTAWA — On Jan. 15 the first parties of Canadian government engineers will arrive on the scene of Alaska Highway to take over from Americans in the official transfer in April.

Canadian government engineers have a high opinion of the merits of this highway—actually it is one of the better highways of North America, said an official today.

Gas stations and eating houses will be installed, and by the summer of 1947 it is expected the public will get going in a rather big way in touring by car into the Canadian Yukon and the American Alaskan centres.

Model Agreement In Yukon Mine

(From B.C. District Union News)

FIFTEEN days' sick leave each year at full wages is guaranteed all workers employed by the Yukon Consolidated Gold Corporation at Dawson in a new agreement signed last week. The agreement also establishes the checkoff and maintenance of membership.

Warren H. S. MacFarland, general manager, signed for the company, and W. Trice, president, J. Stamelen, vice-president, and C. J. Lelievre, financial secretary, for local 564, and Harvey Murphy, international representative, for the International Union.

This agreement marks the greatest advance made by the Mine, Mill and Smelter Workers in the B.C.-Yukon district in establishing conditions with the operators. A joint application is being made to the National War Labor Board for certain adjustments in wage rates and overtime. Seven holidays are established in the agreement. In addition to the six statutory holidays, there is added Discovery Day, August 17.

The establishment of paid sick leave represents a great advance gained by the workers. The clause reads as follows: "Employees who become ill at a time when they are on the company's payroll shall be entitled to fifteen days' sick leave in a working season. Such sick leave shall be cumulative up to a total of six seasons or 90 days' sick leave. For sick leave to which a man may become entitled under this clause he shall be paid at the rate of his average daily wages being earned at the time he takes advantage of the leave. A man shall not be obliged to claim his sick leave privileges during any specific illness but may allow the same to accumulate as a protection against the expense of a protracted illness. When the leave has reached a total of 90 days it will remain at that figure and be available to the employee if he becomes ill when on the payroll, provided that accumulated leave shall carry forward only from season to season and any employee who fails to work for the company during one entire season shall lose the benefit of any leave theretofore accumulated.

"All periods of sick leave shall be based on certificates of the company's physician, to be made out in duplicate, one copy of which is to be delivered to the

employee and one copy to the company. The certificates shall state that for a certain number of days the employee was incapacitated by illness from working. Employees desiring to obtain the benefit of sick leave shall submit themselves to examination and treatment by the physician. No sick leave shall be allowed for illness of less than three days' duration, or for illness arising out of venereal or alcoholic causes, and the judgment of the physician is to be final and binding in all cases, both on the employee and the company."

Local 564 is one of the oldest established locals of the International in this district. Labor-management relations have improved immeasurably since the first agreement was signed last year, and this present agreement remains in effect until September 1, 1946.

SUPPORT THE FORD STRIKERS

The Ford strike is still on: 10,000 Ford workers at Windsor have been on the picket line for 3 months fighting the battle of Union Security. They still need your help. Every dollar you contribute keeps that great picket line solid. The refusal of the Federal government and the government of Ontario to act—to compel the magnate Ford to negotiate a union agreement with the Ford workers helps Ford. Every dollar you send to the Ford workers—every resolution supporting the Ford workers you send to the King government or to the government of Ontario helps the Ford workers to win.

If the Ford strike is smashed, every union in Canada is threatened. Send your donations today to:

Alex (Dutchy) Levins, General Secretary, Whitehorse & District Workers' Union (I.U.M.M. & S.W. Whitehorse, Y.T.).