

NEWS AND VIEWS FROM THE LABOR FRONT

River Rouge Local Aroused

DETROIT—Workers in the aircraft unit of River Rouge Local 600 are carrying their fight against Ford Motor Co. to the entire UAW.

Spokesmen for the group, Wise W Stone, recording secretary of the aircraft unit and Lawrence Yost, former president of the unit, said that they expect the conference to be held in three or four weeks.

Tagged a "rebel group" by Richard T. Leonard, national Ford director, they said: "We are rebelling against the tactics of the vicious anti-labor personnel department of the entire Ford Motor Co."

"We are going to exert pressure in Local 600 to get it away from the Communist appeasement policy," they said, in addition.

These developments are the outgrowth of wholesale firings and suspensions by the Ford company of workers involved in strikes and demonstrations since March 7.

The March 19 Meeting

At a meeting held Sunday, March 19, members of the aircraft unit were informed for the first time by union officials of the disciplinary action taken against participants in the recent demonstrations against the anti-labor policy of Ford Motor Co.

The number of committeemen included in these figures has not been revealed, although it is known that, of the first twenty workers disciplined, over one-half were plant committeemen.

The official position of the UAW was presented to the aircraft workers at their meeting by Ford Director Richard T. Leonard and by W. G. Grant, Stalinist-supported president-elect of Local 600.

A Run-Out Powder

The conduct of these officials at the meeting is an even greater indictment of their "leadership."

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over management of the Rouge plant. As soon as these demands were voiced, the meeting was arbitrarily adjourned by George Trapp, president of the aircraft unit and a political adherent of Grant.

The meeting was then called to order by the vice-president, Donald Primo, who declared that the meeting could not be adjourned while two motions were on the floor.

International officials, however, have no intention of doing anything about these demands, other than to crush them.

The aircraft workers have taken the first steps. They have been told repeatedly that unauthorized strikes must stop.

Ford Gets Free Hand

This policy has given Ford Motor Co. a free hand in "chopping off" the most active unionists in its employ and has given it encouragement in its campaign to smash the union.

Thomas was finally forced to state that the Ford Motor Co. news bureau has consistently misrepresented the position of the union.

It is true, nonetheless, that the first fifty suspensions were made in the presence of officers of Local 600 and were announced shortly after President-elect Grant stated that the union would not defend those strikers who used their cars to blockade the Rouge plant gates.

To date there has been no statement by the union on its own investigation of the suspensions and discharges.

ment by the union on its own investigation of the suspensions and discharges. If it expects to retain the confidence of its members, the international must stop promising investigation, and take a definite stand, instead of giving tacit approval to the actions of the company.

Union-Busting the Issue

The union leadership has also failed completely to point out the real issue involved in this whole situation—that Ford Motor Co. is carrying on a campaign to break the UAW.

But what does he propose to do to combat this policy? Carry out the no-strike pledge, and crack down on the "wildcat" strikers!

The entire UAW is watching with concern the situation at River Rouge, Local 600, with 80,000 members, is the largest single union local in the world.

The aircraft workers have taken the first steps. They have been told repeatedly that unauthorized strikes must stop.

But to win back the right to strike is not enough.

But what government? The same government which passes the anti-labor Smith-Connally bill, which is responsible for policies of the War Labor Board, the OPA, the War Manpower Commission?

For that, labor must build its own party and run its own candidates, independent of the Democratic and Republican Parties of big business.

Like the ancient proverb about the month's weather, March subs to LABOR ACTION came in like a lion and went out like a lamb.

But here we ask our friends to take up the slack by soliciting new readers and subscribers in their shops and offices.

The box score for the past month follows:

Table with 2 columns: City, Number of subscribers. Includes New York, Philadelphia, Detroit, California, Chicago, Cleveland, Akron, Louisville, Buffalo, Missouri, National Office, Total.

Prepaid sub cards at twenty-five cents each are still the most convenient method of obtaining new readers.

Why Addes Gained In Hudson Local

DETROIT—The drive by the Addes faction of the United Auto Workers, CIO, to capture the leadership of locals on Detroit's East Side gained strength with the election of a pro-Addes slate at the recent election at Local 154, formerly Hudson Local.

With approximately eight thousand voting out of an estimated membership of twenty thousand, the election was a very warm one; factionalism is extreme in Local 154.

The new president, Bland, is a former president of the local and was at one time an international representative in Washington.

Why Germain Lost

The reasons for Bland's success must be understood by the membership. One reason was outright misrepresentation.

More important than this is Germain's lack of a militant, fighting program. Germain was an honest, democratic president.

Ship Workers Vote Not to Back CIO Political Action Committee

HOBOKEN—At an uproarious general union meeting (March 27) of the day shift of Hoboken Todd and Bethlehem, ship workers overrode the leadership and the Stalinists who tried to hogle them to support Roosevelt and the "friends" of labor in both capitalist parties by calling for aid to Hillman's Political Committee.

When the time came for voting, the night shift representatives at the meeting demanded the floor to speak on the position which they adopted earlier during the day.

The militants of the night shift were the ones who made the defeat of the PAC resolution possible.

Delousing a Louse

In one of his recent columns, Drew Pearson, nationally syndicated columnist, reveals some additional interesting material on the recent meeting of the CIO Executive Board.

In the course of the discussion, Bridges, leader of the Stalinist faction supporting the service act, made some remarks about the slowness of the WLB in making decisions.

That's right! But what we would like to know is why labor's representatives continue in the "louse" house of the WLB—still trying to "delouse a louse."

contains important articles, discussion contribution, book reviews.

"It is Time to Understand," by Max Shachtman; "Technocracy: A Totalitarian Fantasy," by Paul Temple; "What Is Leninism?" from Leon Trotsky's works; a continuation of Ciliga's "In Stalin's Prisons"—these are some of the features of the March issue.

New International for March - -

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French Labor Struck Against the Nazis

By EUROPACUS

The following are two accounts of strikes which swept France during the last year. We print the details as they have been culled from underground papers.

The miners refused to go to work in three coal pits at Anzin, France (near the Belgian frontier) on Sunday, September 12, 1943. In one mine the number of men who checked in was thirty instead of 300 in the morning shift, twenty out of 250 in the afternoon, and only two out of 250 in the evening.

A fortnight later the notice about Sunday work was posted again and it had to be replaced eight times because the men kept tearing it down.

The men answered by distributing little signs, some written, some multigraphed, and chalking the same slogan all over the walls and trucks inside and outside the pits.

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district and sent into Germany. In order to break the strike the Nazis closed all the bakeries in places where men were staying away from the pits.

A week of strikes in Pas-de-Calais caused a loss of more than 3,000 tons a day. In the Nord department the strikes were less widespread.

The population supported the strikers and did everything possible for the 150 miners detained in the prison of Abbaye de Loos. On the other hand, the Nazis showed unmistakable signs of annoyance and nervousness.

Strike in Plane Factory

The management of a plane factory at Gnome-et-Rhone ignored for more than two months the workers' demands for increased wages.

For two hours there was discussion with the management, which insisted that the workers resume their work. The workers remained firm.

At 5:00 p.m. the Nazis invaded the factory with sub-machine guns ready for action. They threatened everybody and demanded that work be resumed.

At that point some collaborationist foremen undermined the good work already done. They announced that the delegates would be definitely arrested, unless work was resumed.

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The underground French paper hails the action of the Gnome-et-Rhone workers for these reasons: they managed to plan and execute appropriate action in a well disciplined manner; they succeeded in the election of workers' delegates; and they sabotaged the plans of the Nazis.

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