

## UNITE AGAINST RED-BAITING

### Morgan Phillips Threatens Bureaucratic Drive Against C.P. Militants

BY JOCK HASTON

ON DECEMBER 18th, HARRY POLLITT ANNOUNCED THAT THE COMMUNIST PARTY WAS SOON TO ADOPT ANOTHER CHANGE OF POLICY WHICH WAS TO BE AN OSTENSIBLE TURN TO THE LEFT. HE OUTLINED THE NEW LINE TO THE CENTRAL COMMITTEE OF HIS PARTY.

This new line is to end the policy which the Party has been pursuing for the past six years, of strike-breaking and holding the workers back in the day to day struggles. Henceforth, the C.P. will participate, and where possible, actively lead the workers in these struggles.

This change, if seriously pursued, will make a considerable difference to the struggle of the workers against the employers in the coming period. It is a big question, not only for the capitalist class who have had a very peaceful year with very few large industrial disputes, but also for the Labour leaders and the Trade Union bureaucracy.

If the Stalinists really carry out the policy they threaten, the inevitable result will be a considerable rise in strikes which will hamper the Government's production plans.

#### Militants Will Welcome New Line

The best rank and file militants of the C.P. will welcome the new line. Six years of strike-breaking and holding the workers back in all their struggles against the employers, all of which were the necessary consequence of the old line, have resulted in considerable demoralisation among the best militants. They will see in the new line an end to talking behind the Labour Government and acting as its apologists. They will see in it an end to lining up with the right wing trade union bureaucracy against workers who were demanding militant strike action in defence of their rights.

Their best fighting instincts will have a chance of expression and they will find themselves lined up with the Trotskyists and those who want a struggle against the capitalist and Trade Union bureaucracy.

#### Reactions To Pollitt's Speech

The first effects of the announcement of the new line were to arouse a howl of rage from the Trade Union bureaucrats, the Labour leaders and also from the capitalist press.

Even before Pollitt's speech, when it had already become clear to every serious political observer that the growing clash between British and Russian diplomacy had reached the point where the C.P. would be called in to bring additional pressure on the Labour Government, and when the C.P. was already adopting a more critical and threatening tone, Deakin, Bevin's half-back, had issued his call to drive the Stalinists out of union positions.

The announcement by Pollitt merely let loose the avalanche of anti-Stalinist propaganda which had been piling up.

#### Right Wing Respond To Morgan Phillips' Appeal

Deakin's speech was followed by a call from Morgan Phillips to all members and supporters of the Labour Party to activate themselves in the trade unions to block the influence of the Stalinists and drive them from leading positions in the unions. In union, following the lead of the "Daily Herald", all the Right wing journals of the Labour movement are now howling for Stalinist blood. Only "Reynolds News", to the credit of its editors, has come down against a witch-hunt at this particular stage.

#### Where We Stand

Deakin and his allies now attack the amorality of the Stalinists. But in fact they are birds of a feather. While Pollitt and Co. were playing the same game of holding the workers back and urging them along the road of 100 per cent. class collaboration, Deakin and Co. remained silent about the crimes of Stalinism against the revolutionary Left. Serious militants will treat their moralising with the contempt it deserves. In the struggle between the bureaucrats and the Stalinists, especially the Stalinist militants if they play a role in the future struggles—every serious socialist and trade union fighter will find himself together with the Stalinists against the Right wing. But this must not prevent us from studying the reasons for the new change of Stalinist policy, exposing its basis and inadequacies, warning the workers as to the possibilities of adventurous tactics which the Stalinists are likely to pursue if

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## For Workers Control of Transport

### Capitalists will Continue to Dictate Policy

BY S. J. BIDWELL

On January 1st the Railway industry became nationalised. This event is welcomed by the railway workers and the entire Trade Union movement. For two generations assemblies of railwaymen have called, in ever increasing volume, for the nationalisation of the railways and other forms of transport.

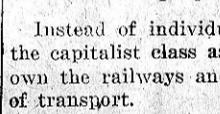
The nationalisation of transport undoubtedly constitutes a progressive step. It ends the period of sectional control in favour of a single unified enterprise.



Railway workers, whose wages are among the lowest in industry, look forward to a new era in which their standards will not be maintained at the present low levels in the interest of profit. But the workers must have no illusions that nationalisation automatically means that the industry will be run in their interests.

#### Not the First Experience

This is not the first experience of nationalisation of railways. Many capitalist states own the railways, for instance in Germany, in South Africa and in France. But in none of these cases did this make any fundamental difference to the conditions of the workers employed. Similarly the nationalisation of the Post Office and the Royal Ordnance Factories in this country, meant neither improved conditions for the workers employed in these industries, nor any advantage to the working class as a whole.



SID BIDWELL

Instead of individual ownership, the capitalist class as a whole will own the railways and other means of transport.

#### £1,024,000,000 Compensation To The Bosses

Nationalisation of the railways follows the same pattern as the nationalisation of the mines: lavish compensation to the bosses, with control of the industry firmly remaining in the hands of representatives of the capitalist class.

#### Will There Be Any Real Change?

When one looks around further and examines the condition of railway equipment, the price the nation is already paying for the repair of capitalist anarchy, one can see the fate of this situation even more. Lifting tackle at goods depots are outmoded, still depending on the old hand-winding system, instead of the use of mechanical aids. 8,000 locomotives out of a total of 20,500 are listed as over-age. There are 200,000 fewer wagons than in 1938, and over 180,000 of the existing stock are awaiting repair. Signalling system replacements are a year and a half behind schedule; permanent way renewals, two years behind. The story could go on indefinitely.

Further, the chaotic organisation under private enterprise overshadows all these factors. The construction of competitive lines has produced in many districts a veritable spider's web of lines, multiplied far beyond the transport needs of the district, and ill-arranged for traffic purposes. It is estimated that to re-plan the railway network and terminal facilities will in itself cost millions.

Taking into consideration that the first charge on the nationalised industry will be to pay the shareholders their pound of flesh, first in bulk compensation, and then annually in interest; that large sums will have to be spent to modernise the industry; and that there will be constant pressure to guarantee cheap freight charges for the employers as a whole, the workers cannot expect to see any real change in their conditions.

#### Capitalists Will Dictate Policy

The payment of this compensation is no accident. It fits perfectly with the whole set-up of the nationalised railway industry. Control is to be in the hands of the Railway Executive Committee, consisting of trusted representatives of the former railway bosses. The attempt to cover up the real character of the Executive by the fig-leaf of Allen, ex-General Secretary of the A.S.L.E. & P., who has also been placed on this body, will not fool serious workers. It is significant that Allen has been given the job of Labour Relations Officer and will meet the representatives of the organised workers in any negotiations. But he will be ON THE OTHER SIDE OF THE TABLE, and it is common knowledge that the best person to handle workers, from the point of view of the employing class, is one who has been drawn over from

the ranks of those very same workers. In such a set-up the railwaymen have no say at all. Even Beustead and Allen are no longer answerable to the workers, having relinquished their Union posts.

It is well known that sections of the capitalist class support the nationalisation. They do this in order to obtain cheaper transport, thus reducing their costs and making their goods more competitive on the world market. They see the need for a degree of planning in the basic industries in their struggle for survival in face of American and other competition. They recognise that the State is the best agency for this, being in the best position to provide the necessary capital for the modernisation of these industries, by placing the burdens on the backs of the population. They do not oppose the measure provided one thing: control remains in their hands.

As Dalton pointed out: what have the railway shareholders to worry about? Under nationalisation, modernisation will be undertaken by the State and they will still be guaranteed their income; whereas if the railways remained under private enterprise, modernisation would necessitate the ploughing back of considerable profits into the industry.

#### Workers Must Control The Industry

The only way the industry will benefit the railwaymen and the workers in general is if they control the industry. The workers are the only people who can be relied upon to safeguard, at every stage, the interests of our class.

Among sections of the railwaymen, particularly in the London area, there is a belief that Joint Consultative Committees will solve the problem. But Joint Consultative Committees as with Joint Production Committees, leave effective control in the hands of the capitalist representatives, while fooling the workers into believing that they have a say in affairs. Control is a class, not a technical question. If the railwaymen find that their pooled experience requires to be augmented by trained technicians, as they undoubtedly would, they would be the first to draw these technicians onto their Committees. But the essential position would remain: control of policy would be in the hands of the workers and technicians through democratically elected committees.

And, instead of Beustead (ex-N.U.R. General Secretary) receiving just under £100 per week on the Transport Commission, while the Minimum Adult Industrial Wage for the workers is only £4 12s. 6d. per week, the workers' representatives would be paid working men's wages.

These are the problems posed by the nationalisation of the railways. If the working class is to realise its hopes in respect of the future of this industry, they must begin immediately to campaign for the policy of:

**NO COMPENSATION TO THE BIG EX-OWNERS. WORKERS CONTROL OF THE INDUSTRY. FOR SOCIALISATION—NOT STATE CAPITALISM.**

### Greek Trotskyists Illegalised

MESSAGE FROM ATHENS TO THE R.C.P.

Athens—20.12.1947.

"At the moment we write you these lines, our Party is officially 'dissolved' by the Government and our Press banned. The comrade responsible for our print-shop, Tassos Dimitriou has been arrested. We are now in complete illegality. Henceforth the mere propagation of our ideas will be punishable by the death penalty. The justification for the 'dissolution' of all organisations 'working against the safety of the State' and 'for its overthrow by force' is the announcement of the formation of the Stalinist Government in the mountains. Last week, the right to strike was also abolished by a Government gun law.

We are sure that the whole Party, as well as each comrade individually will stand this new test steadily and courageously like real Bolsheviks, and the end of this situation will find us stronger. In reality we have been in illegality or semi-legality since 1936 and consequently we are accustomed to struggle under such conditions. But, for victory in our struggle, we need your help as well as the help of the whole International and the world proletariat.

Long live the International Communist Party of Greece!

Long live the Fourth International!

Bolshevik greetings,  
G. DALAS."

In saluting our Greek comrades in their heroic struggle, we pledge ourselves to work unceasingly against the policy of British imperialism which supports the regime of reaction in Greece. We appeal to all militant workers to struggle with us within the Labour movement for the restoration of the democratic rights of the Greek workers and the withdrawal of the last remaining British troops from Greek soil.

## Deformed Bikini Corn Second Generation

Dr. Ernest G. Anderson displays some mis-shapen ears of corn seed that had been exposed to radioactivity in the Bikini Bomb Tests. He said: "The Bikini corn which produced a large percentage of abnormal offspring, may be a forecast of tragedy to come among the descendants of Hiroshima survivors."



PICTURE FROM "TIME"

## Effects of Radioactivity Scientists Discuss Grave Hazards for Mankind

The hazards of radioactive atoms are causing grave concern among scientists. This is revealed in a discussion among American scientists at the Atomic Energy Commission's Brookhaven (Long Island) Laboratory. The Associated Press representative, Howard Blakeslee, listened to and reported on their discussions. The following is a summary of his report published in "Time" magazine.

One of the main questions they discussed was: how to dispose of the vast amounts of radioactive waste that will accumulate as more, and more U.S. atomic ovens go into operation. Soon it may become dangerous to discharge waste into the air. Radioactive atoms cannot be safely buried in the ground as they spread widely and might contaminate plants, food, etc. They cannot be thrown into the sea as they would poison the fish, be sucked up into ships' boilers, evaporate and fall in radioactive rains.

#### Heredity Affected

Dr. E. G. Williams of the U.S. Public Health Service warns that an atomic explosion that contaminat-

ated a city's water supply would compel complete evacuation of the city for months, years, or perhaps permanently. Scientists can only guess how widely the effects of such a catastrophe might spread. Would the radioactive water be sucked up by the roots and contaminate food plants? Would the poison be passed on to successive plant generations by radioactive seeds? At Pa-o-da, a geneticist of the California Institute of Technology declared last week that atomic-bomb radiation does indeed affect heredity.

Dr. Ernest G. Anderson displayed some mis-shapen ears of corn—second generation descendants of corn seed that had been exposed to radioactivity in the Bikini bomb tests. He said: the Bikini corn, which produced a large percentage of abnormal offspring, may be a forecast of tragedy to come among the descendants of Hiroshima survivors.

## Grimethorpe: 40 Miners Fined 10s. per week

On January 16th, 10/- per week will be deducted from the wage packets of 40 Grimethorpe miners until a total of £304 has been paid.

This amount represents a total of fines imposed on these miners in the Barnsley magistrate's court on December 19th, payable to the National Coal Board because the miners refused to work in conditions described by one miner as "Unsafe." "There was no recognised roof," he stated, and "The floor was soft."

taking place among the miners' leaders and N.C.B. officials, on the idea of the N.C.B. setting up its own courts to deal with similar cases in the future.

We see here the whole character of the N.C.B. which is dominated by ex-Coal Bosses, who have no different attitude today towards the miners than they had under private ownership. Unless there is real control by the miners relating to their conditions of work, this first wedge can lead to the establishment of a regime whereby the miners, at the complete mercy of the N.C.B. will be unable to effectively defend themselves.





