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Socialist Outlook

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Lead with
**LABOUR'S
LEFT!**
Demand NOW a
General Election

1953 . . . BIGGEST ISSUE WILL BE TRANSPORT FIGHT

NINETEEN-FIFTY-TWO revealed the real face of the Tories. The fraudulent promises on which they won the last Election have been translated into higher living costs with unemployment spreading from textiles and the docks into every industry in the country.

These great exponents of the marvels of private enterprise have in one year succeeded in lowering industrial production by at least ten per cent.

Under Mr. Churchill's Government the rich have become richer. The bankers have profited enor-

dependance on the United States in foreign affairs and the recognition of the historic revolution in Asia and Africa which must be combined with our own fight against British capitalism.

But the biggest blow to Tory hopes of a long stay at Westminster came, not from Morecambe, but from the Memorial Hall in London where the representatives of 10,000 British Road Service lorry drivers decided, to take strike action on January 19th unless the Government withdraws its infamous Bill to destroy the nationalised transport industry.

Here is a working class challenge which, in our opinion, will be the biggest thing in 1953.

We start the New Year by appealing to every section of the Labour Movement to stand by transport workers in their fight against the Tory vandals. Unity in this struggle can bring down this MINORITY Government which has no constitutional right to sell the nation's transport industry.

1952 showed them to be a Government of the rich minority. Let 1953 see them finished off for good and all.

Editorial

ously from the higher bank rate, and Big Business has graciously accepted the millions which have accrued to them through a lowering of the tax on higher incomes.

Towards the poor, the sick, the old people and the children, the Tories have a traditional Tory style. Reducing the food subsidies, they have raised the price of food and other essential commodities beyond the reach of those who need them most. The free Health Service has gone and Education has been slashed to the bone.

This Government will surely go down in history as the . . . Demolition Government. They have demolished the people's living standards, demolished the achievements of the Labour Government in the field of social welfare, and now they are preparing to demolish the great transport industry nationalised by Labour.

They have failed completely, however, to demolish the workers' resistance to their infamous policies both at home and abroad. Despite the most savage repression—collective punishment and mass arrests without trial—the peoples of Malaya and Kenya have increased their struggle for freedom and national independence.

At home, the Morecambe Conference with its demands for a more vigorous opposition to Toryism in every field, was the biggest event of 1952.

The workers' answer to all these shameful Tory schemes has been to elect Aneurin Bevan and five of his comrades on to the new National Executive of the Labour Party. Tory efforts to win Labour for coalition have failed miserably.

Morecambe provided a platform from which it is possible to win the people for a real struggle against Toryism in 1953. It can be summed up thus:

Extend nationalisation to all the basic industries; introduce real measures of workers control and cut down the burden of compensation payments to the ex-owners; restore and extend the Health Service and reintroduce the food subsidies; less

IMPORTANT NOTICE

Rally to Clemency Meeting for Ethel and Julius Rosenberg, Monday, 5th January, 7 p.m., at the Conway Hall. Speakers: Mrs. Leah Manning; Mr. J. G. Crowther; Mr. S. Silverman, M.P.; Mr. Percy Belcher.

"WE WON'T GO BACK TO PRIVATE ENTERPRISE"

Haulage men warn Churchill

SPEAK for something like one hundred and forty members at our depot—and we do not intend to go back to private enterprise.

Some of us at Shepherds Bush depot were fortunate enough to work for a decent firm (Southern Roadways) but these sort of firms were extremely few and far between. The big majority of my members worked for scab governors who exploited their drivers to the full.

Excessive hours contrary to the Road and Rail Traffic Act; forcing men to drive vehicles that had long since seen their day; and, when they broke down, which was frequent, the driver had to get

out of trouble himself, or else . . . his 'cards' and money!

It was often the case that when a man returned home after being away on the road for three weeks or more, and when he was looking forward to being with his family for a few hours, there came a knock on the door. It's the office boy telling you that "the governor wants you right away". You knew what he wanted—up the road again that night!

By **HARRY WEBSTER**
Road Transport Shop Steward
(Shepherds Bush Depot)

Another pet practice of the employers was this. After completing a full week's work you invariably found that you did not get a full week's wages (such as they were!). The governor would strip your wages to the tune of twelve hours or more if you came back from a journey empty!

In those days you were ex-

pected to find your own return loads.

When you went in to see the employer about such things—if you had the courage—he'd tell you nine times out of ten that 'Bill Jones did the same trip a fortnight ago and he was back sooner than you'. You dared not argue if you wanted to keep the job.

The great majority of us have experienced these conditions and, believe me, **WE NEVER WANT PRIVATE ENTERPRISE AGAIN!**

WHAT A DIFFERENCE!

Now we have Nationalisation—and what a difference. Vehicles that are a pleasure to drive and which can be put into the workshops when you think they are going wrong.

There is now a fair day's money for a fair day's work. We have the right to argue across the table with the governors when they step out of line. **You are not sacked if your face doesn't suit.**

Invitation to all Transport Workers

SOcialist Outlook will devote as much space as possible to this magnificent fight of transport workers against the wretched Tory bill to break up the industry. We invite all road transport workers to send in their views in articles or letters. They will all be published.

In our next issue there will be a fighting article by Johnny Aldous, shop steward and chairman of the 1/220 Branch of the T. & G.W.U. Charlie Minns, another London transport shop steward, will have an article in the following issue.

To my mind, the two greatest advantages of nationalisation of our industry are these. First, we have machinery set up within the British Road Services which gives us protection, a voice in working conditions, and some say in the running of the industry. Secondly, the Road Haulage Executive expects its employees to be members of their appropriate trade unions.

Here is why we want to keep the industry nationalised. Let Churchill and Co. be warned. You have thrown down the gauntlet and we, the workers, have accepted the challenge. **DROP IT—OR ELSE!**

TO OUR LEADERS

Finally, may I say a few words to Brother Deakin, the leader of our Union.

We do not intend to wait until the Bill to denationalise road transport becomes LAW and then, at your pleasure, call us together to tell us it's all over. No, we are going to fight this terrible Bill with everything in our power.

You, Mr. Deakin, should be at the helm—instead of hiding behind the diabolical leaflet you have just issued telling us to wait until after the Bill is passed!

Call to Action

THE whole purpose of the Tory Bill is to rob the public . . . ? Quoting this "Daily Herald" comment on the Denationalisation of Transport Bill, the London Area Road Haulage Shop Stewards' Association have issued a stirring leaflet calling on the Labour Movement to "Stand by the Transport Workers".

"We are determined", they write, "not to return to the bad old days of private enterprise. Responsibility for any action we are forced to take rests entirely with the Government."

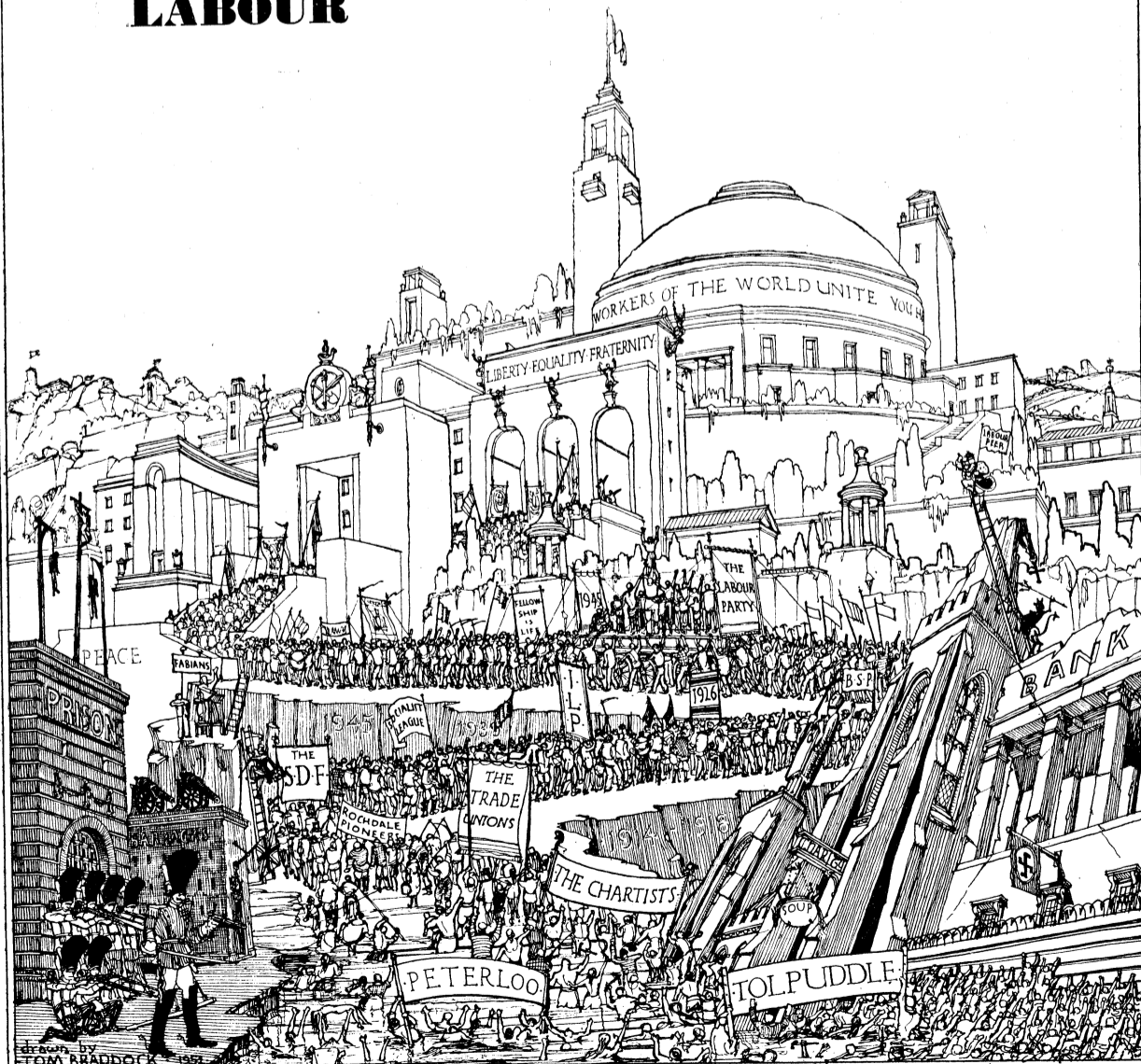
"We have asked the Government to postpone their Bill to wreck the Transport Industry until after a General Election."

The leaflet then asks the movement to do the following things in support of the transport workers struggle:

- (1) . . . demand the postponing of the Transport Bill until after a General Election.
- (2) Demand that the Executives of the Unions directly concerned give official recognition to any action forced upon their members by the Tories.
- (3) Send us financial assistance to carry on this fight which is in the interests of every working man and woman in the country.

All monies should be sent to: E. Smith, 109, Whitehorse Road, Stepney, E.1. Copies of the leaflet can be had on application to the Secretary, Sonny Read, 33, Roper Avenue, London, E.4.

The March of LABOUR



the Socialist Outlook 1953

