

Demand for eight-hour day 80,000 YORKSHIRE MINERS STRIKE



Some of the miners lobbying last Saturday's area council meeting.

EDITORIAL

French economy in trouble

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French people have so little confidence in the money that they are spending as fast as they can. Savings are down and some stores have experienced a run on durable commodities. Spending by the rich is also up and those with bank deposits salted away in Germany or Switzerland are showing no hurry to change them back into francs.

The continuing rise in prices eats into real wages and feeds the simmering discontent throughout the public services and private industry.

Reassuring statements from Pompidou and his ministers simply cut no ice. The time when de Gaulle could cock a snoot at the dollar and the International Monetary Fund now seems far away. Despite the August devaluation the franc remains the weakest European currency.

The government is thus obliged to call on other countries to play the game. Every change in the parties of other monies strikes at the franc.

The economy is clearly drifting into serious trouble. Exhortations to business and consumers to cut spending have had no effect. French costs continue to rise, but the working class continues to press for wage rises to cancel the higher cost of living.

As the 'Nouvel-Observateur' of October 6 puts it: 'We know now that, these days, French policy is no longer decided in France; we must wait and see what will happen between Bonn and Washington. If it happens that the franc continues to fall, Chaban-Delmas may be sunk within three months.'

The signs, indeed, point to a continued weakening of the franc unless the Germans and Americans decide to float a humiliating rescue operation. Meanwhile the prestige of the Pompidou government continues to sink. Rifts are beginning to appear in the parliamentary majority. All the weaknesses of the decadent French bourgeoisie are coming to the fore again.

What are the possibilities? Will the politicians of the Fifth Republic try to find a way back to the parliamentary forms discarded by de Gaulle—which means bringing the Socialist and Communist Parties more openly into the game—or

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Not that the B-specials face unemployment. The new force is to be locally recruited and part-time—just like the old 'Specials'.

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But despite their confidence, dustmen must still be very much on their guard.

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And, more important, strikebreaking efforts will undoubtedly be intensified over the next few days.

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By an industrial correspondent
'We are disappointed after a number of attempts to find a solution at the back of voluntary action by the D.I.C. TUC especially in view of Mr Vic Feather's statement that Merseyside is getting an unwelcome reputation for unnecessary stoppages.'

The employers know who their friends are! And especially since the



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N. G. Reece (Tory) 15,523
I. Gradwell (CP) 838

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The time when de Gaulle could cock a snoot at the dollar and the International Monetary Fund now seems far away. Despite the August devaluation the franc remains the weakest European currency.

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What are the possibilities? Will the politicians of the Fifth Republic try to find a way back to the parliamentary forms discarded by de Gaulle—which means bringing the Socialist and Communist Parties more openly into the game—or

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ENORMOUS advances in the mechanics and methods of handling cargoes of all types are bursting out of their national capitalist limitations and highlighting the necessity of establishing a single standardized docks and shipping system throughout the world.

For a socialist society rid of private ownership of the means of production and purged of cut-throat competition, of the profit motive and of the class that lived by these methods, such technical achievements would present unlimited possibilities of co-ordination, simplification and planning of the collection and distribution of goods and materials on an international basis.

Such developments would bring a stupendous rise in productivity of labour to all ship and port workers concerned.

Brought under the immediate control of the workers themselves they would immediately create an easier, cleaner, healthier, safer more secure and more interesting working environment for all.

However, for the capitalist system these modern developments can present a terrifying prospect.

If the world-wide container system is on the cards, then which of the biggest container hire firms will corner the major transportation markets?

How far will freight rates be slashed to attract customers?

Which firms will control which routes, and which countries will be first to develop the deep-water, fully-equipped ports to deal with containers, roll-on-roll-off bulk carriers and unit loads?

The costs are phenomenal. Sixty feet of water is needed before the building starts to accommodate the big ships.

HUGE COSTS

Tilbury cost £26 million to modernize, Liverpool £90 million. One gantry crane costs £250,000 as opposed to a normal crane at £18,000. One straddle carrier costs £40,000, against the fork lift truck's £4,000. One container costs £1,300.

Competition is further intensified by the fact that the number of ships will inevitably drop. Nine container ships will transport cargoes carried at present by 80 vessels on the Australian section, while the consultants McKinsey and Co. claim that 25 container ships will handle the entire US-European general cargo trade.

The big firms, then, face huge costs for capital investment, a freight-rate battle and a container war.

And for the small firms? Thousands of them throughout the world can only go out of business.

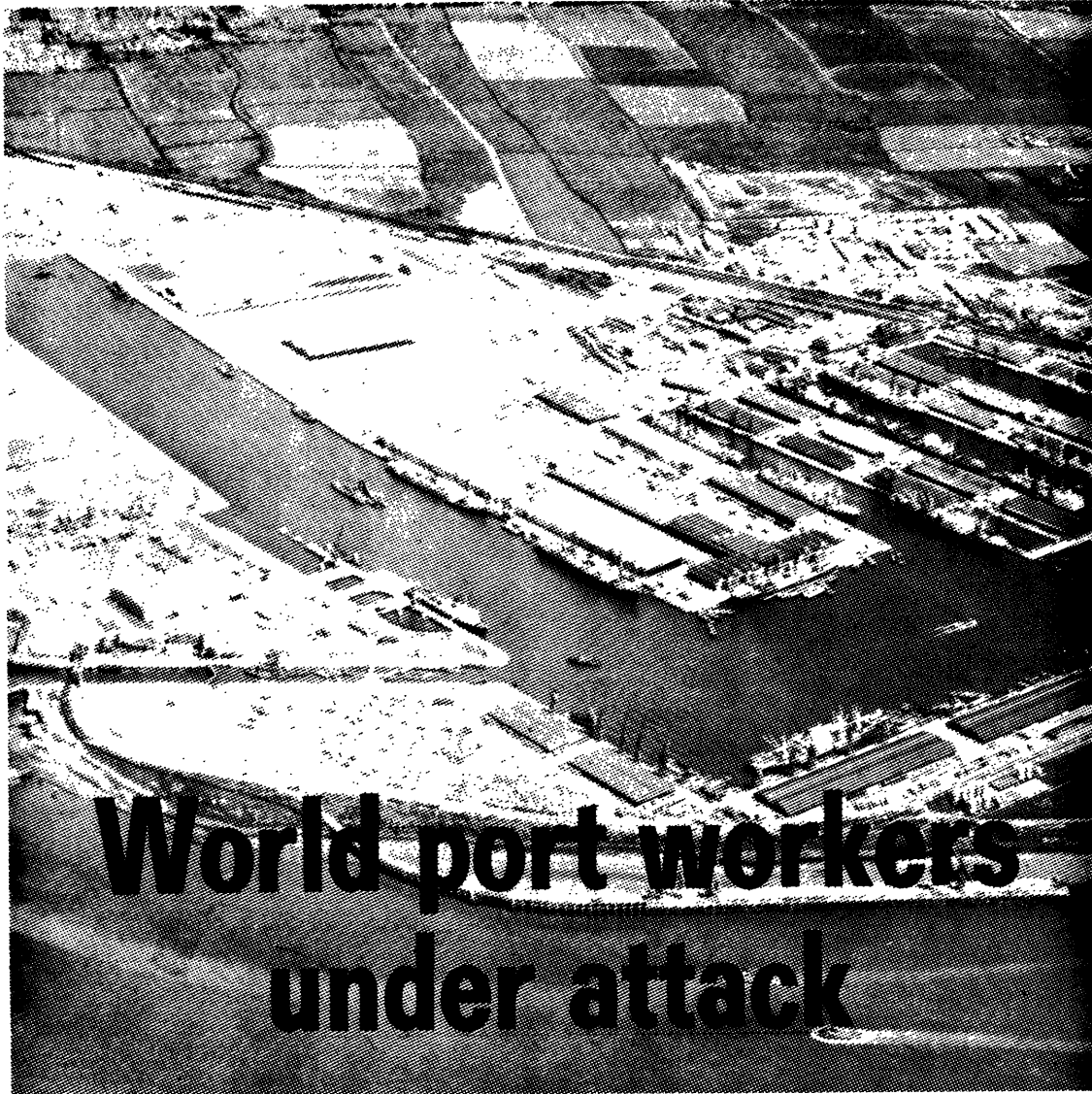
A 'New Scientist' article quoted a McKinsey and Co. survey on the number of hands through which a cargo might have to pass under the old conditions.

A possible 16 firms and government departments were listed (customs, road hauliers, ships' stevedores, shore stevedores, packaging, etc.). The new system can be covered by one firm of shippers.

Small countries which fail to develop the ports, or are unable to dredge out channels deep enough, will be by-passed, altogether.

A recent 'Economist' survey called 'Moving Goods in the 1970s' commented on the problems for the Australian trade:

'By 1970 the continental and British shipowners operating the Australian and Continental trade will have spent over £100 million on containers, ships' terminals, depots and transport equipment over a three-year period. With that size of investment at stake, it is not surprising that the shipping industry is increasingly anxious to drag its customers, many of them kicking and screaming, into the container age. But even that kind of investment does not guarantee container operators a place in the sun. New companies without vast shipping fleets to write off are likely to seize



TILBURY DOCKS ON THE THAMES

World port workers under attack

—as modernization crisis deepens

transport opportunities presenting themselves in the next decade and grow rapidly to compete with the traditional ship owners.

The same survey also shows how sections of world capitalism see the possibility of developing an international ports system:

'The price of stability in the container trades is the growth of the purest form of nationalism in the shipping fleets of the traditional shipping nations. The same countries have loudly and publicly criticized the developing nations for wanting to develop their own national fleets, direct cargo to them, and thereby "restrict the freedom of trade".'

And further: 'The Germans who generate by far the largest share of Continental trade, now largely carried in foreign ships, appear to see container ships as a method of regaining some of their pre-war shipping position. They are not at all worried by the competition developing on the Atlantic, because they already talk in terms of an eventual bilateral agreement with America in which German and American ships will divide their trade between them.'

A similar 'Times' survey notes under the heading 'Battle of North Atlantic':

'The experts also forecast a competitive blow-up on the North Atlantic—which is reckoned to be the pattern-setter for other areas. By the early 1970s there could well be an excess of container capacity which could lead to a rate war and a possible breakdown of the conference system.'

The conference system is where the biggest firms meet regularly and attempt to reach some agreement on standard rates and prices and on partitioning various routes and types of trade.

On the effects on small firms, the 'Economist' comments:

'The growth of giant companies in the transport business is as inevitable as it is in the rest of the business world today. No small company could have hoped to raise the capital needed to switch whole trades into container ships as the consortia are doing.'

The survey goes on to show that these exporters have no alternative in the long run but to adapt to available services. Road hauliers also will be particularly hard hit, being faced with restrictions and increased taxes designed to push the traffic on to the railways. The report comments about one instance:

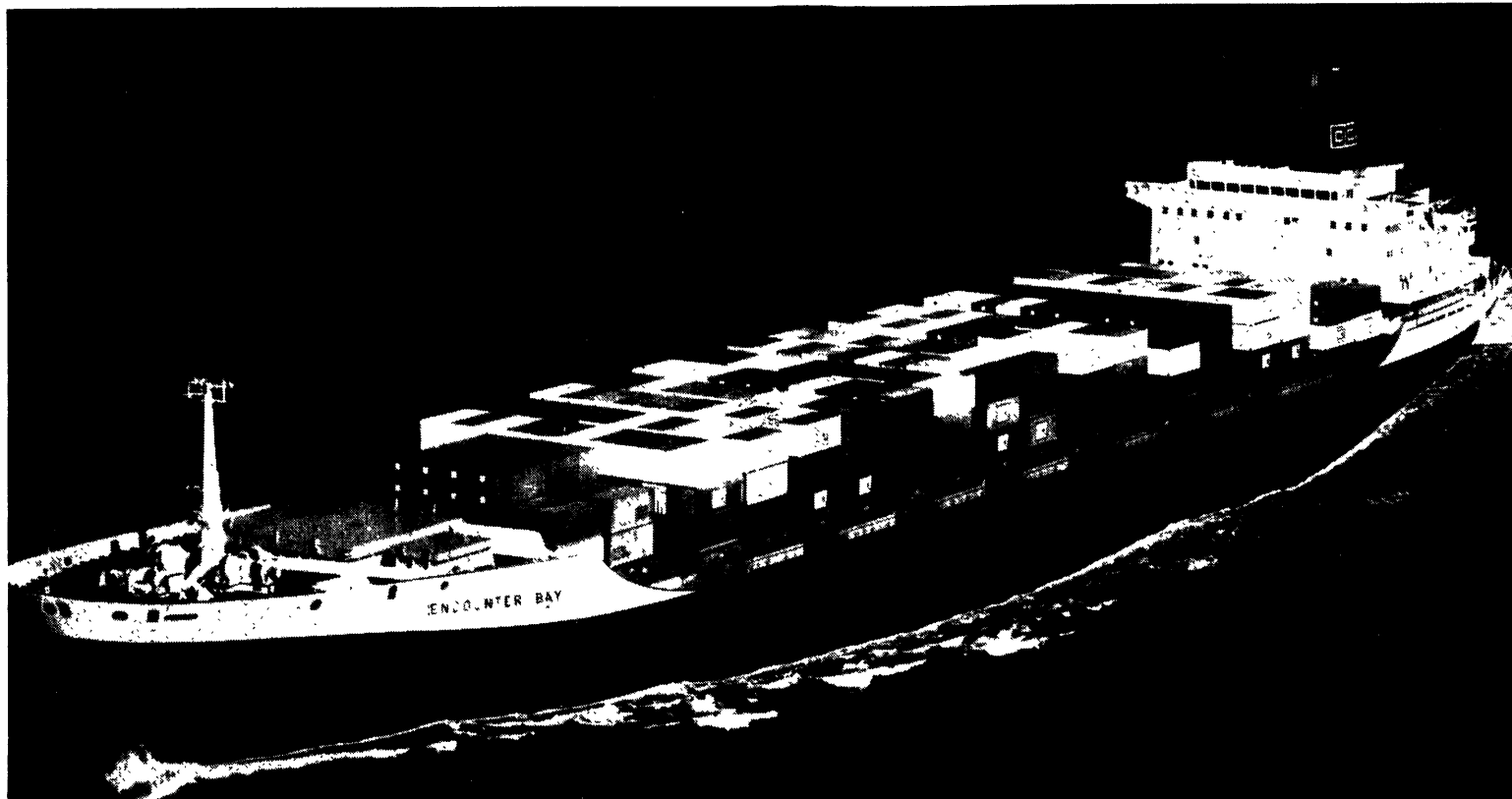
The first of two articles by Bernard Franks

'As the door-to-door idea gets spread throughout Europe by an American trucking company, it might have been expected that Dutch hauliers, the biggest in Europe, would be jumping at it, but when containers first came to Europe two years ago, the hauliers promptly cut each others' throats for what they thought would be the lucrative business of delivering and collecting the trailers. The result is that container rates are now so low as

cost millions to buy and install become almost obsolete within a few months in the face of the latest technical developments.

Many firms who prided themselves on having invested in the most modern conventional cargo ships a few years ago now have out-of-date ships in the container age. In some cases they have even returned them to the yards to be modified to carry at least some containers.

Already scientists have pronounced it technically possible to build one million ton bulk carriers (the biggest ships at the moment are around the 250,000-ton mark). There is also discussion on developing nuclear-powered container ships. These would be faster, with more power, and would



Nine container ships will transport cargoes carried at present by 80 vessels. As the number of ships drops—so the competition between the big container hire firms to corner the major transportation markets intensifies. Above, one such ship, the 'Encounter Bay' inaugurates the UK-Australia container service.

to be uneconomic to many hauliers and they have lost interest.

However, the report feels that until the full development of rail carrying, the road hauliers will still be in business as far as containers are concerned.

At the same time a further problem exists for the giant companies. They regularly find that new systems which have

need to refuel only once every four years.

Experiments are now being carried out with the 'Lash' (lighter aboard ship) technique. This involves ships specially designed for carrying loaded barges on the sea routes. The barges are then floated off or dropped off directly at outlets to inland waterways.

This system particularly favours areas like north-west Europe with its canal network.

One ship capable of carrying 73 lighters will soon be running regularly between New Orleans and Rotterdam.

The development of jumbo-jet aircraft provides the possibility of carrying containers by air, as an economic alternative to sea travel.

In this situation, the one thing that the world's ports and shipping employers agree on is that the docks' and ships' labour forces must be completely broken down and remoulded to suit the new circumstances.

That is why the building of new modern docks means no security or ease-up on hours and rate of working for the docker.

Instead it means either being forced out of the industry or working a new system of week-ends and shifts complemented with a time specification sheet and a possibility of being 'on call' at all times.

In fact, the first aim of all employers is a reduction of all port workers in every country.

For the bosses, the only way of offsetting the enormous costs of new docks and machinery is to save on labour costs—one more worker on the books over the minimum, even for a few hours, is too many.

McKinsey and Co. in a 1967 survey, put the reductions required in British ports at 90 per cent. How the cuts are introduced depends on the strength of the dockers' own organizations from country to country.

BOSSES METHODS

The employers' methods range from outright cutting of registers in places where they have the upper hand, to indirect methods in places where the workers have a great deal of strength.

These include: reductions through early retirement, lump sums paid for leaving, a no-recruitment rule (no replacement when a worker leaves) and re-deployment!

This involves giving alternative work perhaps many miles away, or, in conditions which force the worker to seek other employment outside the industry, the worker is virtually run off the job.

(When London's St. Katherine's Dock was closed recently, many of the dockers were transferred to Tilbury, 25 miles away.)

A recent report by the International Labour Organization (ILO) has examined in some detail the working of the world's port systems.

The ILO, a United Nations body, describes itself as an organization which aims at the collaboration of governments,

ments are only just about to start.

Australia is also noted as being short of labour in the ports at the present time. This survey goes on to remark that also at Rotterdam the changes

... led to the conclusion that there were 400 men too many in the reserve.

125 of these were pensioned off. It does not say what happened to the rest.

Similarly at Hamburg, with 300 too many, 150 men over 60 were pensioned off. In Genoa, 'consideration is being given to earlier retirement from 55 onward, if this required to secure the necessary reduction in the register.'

Significantly, the report adds, 'finally, recourse may have to be had to dismissals after all'.

After all what?—after all the promises of 'no redundancy'?

Bound up with these first major drastic cuts in ports' labour forces is the question of the size of work gangs.

Apparently it was found difficult to get dockers to agree to manning reductions, though some successes have been achieved as far as the employers are concerned.

GANG SIZES

One example given is Montreal. Here the basic gang was changed from 17 men for loading and 13 for unloading, to 16 men in each case.

Also noted is the case of New York, where the International Longshoremen's Association in 1965 signed an agreement accepting a reduction in the size of gangs along with greater flexibility.

Following this, New York gangs were reduced by two men in 1966 and a further one man in 1967, arriving at 17 men and one foreman.

Finland changed to banking cellulose and wood pulp into bale units and reduced gangs from nine or 11 men down to four or five, while in Madras, introduction of fork-lift trucks and pallets cut four men off a 15-man gang.

In Singapore in 1964 a gang of 13 was found 'able to cope with all normal conditions of work' where previously 17 men had done the work.

In Britain, the reduction in gang size has not made so much headway and is still being examined by the modernization committees.

In Buenos Aires, regulation of gang sizes is 'adapted to the

The first aim of all employers is a reduction of all port-workers in every country. For the bosses, the only way of offsetting the enormous costs of new docks and machinery is to save on labour costs—one more worker on the books over the minimum, even for a few hours, is too many.



needs of the moment'. For the employers, this last case, where supervisors dictate what size gangs shall be from day to day, is the ideal situation.

These, in general, are examples of gangs using traditional methods of working cargoes along with some modernization (pallets, stacker trucks, etc.).

With full containerization, major changes are made. For example, in Bremen container gangs consist of one crane driver, four truck drivers, three helpers on land, three on board, one foreman and one watchman—13 men in all.

Tilbury uses 12- to 13-man gangs while Belpoit in Wales employs eight men operating a single gantry crane—no dockers in the traditional sense at all. The report adds:

'In New York employers also claim that eight men are enough for container operation.'

But the last word for the moment, as far as the employers are concerned comes from Norway where an agreement allows that:

'... for fork-lift truck work or for roll-on, roll-off ships two men may constitute a team and they may be employed on any cargo handling job. Compensation is offered in part in the form of pensions.'

The Report also explains the importance of decasualization to the capitalists: that with modern methods a coming and going labour force is no use. As the Devlin Report put it:

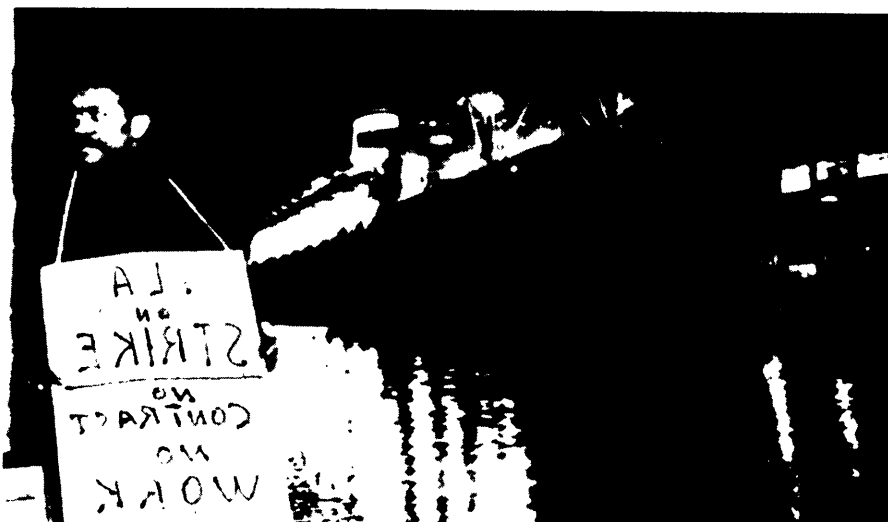
'Casual labour produces a casual attitude.'

What the employers require with containers is a small group of highly mobile men prepared to work shifts and keep the docks running 24 hours a day, preferably to be on call during this time.

However, in some countries employers are forced to recognize certain priorities. In Britain and Italy employers must still give priority to sons of dockers, while in Malta, a close order of succession among relatives exists in the placing of vacancies as a result of dockers dying or giving up work as a result of industrial accidents.

Parallel with the port employers' drive to reduce the dock labour force comes the campaign to rationalize the work of those still at work.

The ILO Report discusses in some detail the drive for efficiency. For example, a United Nations' Report is



Dockers still fighting for better conditions in New York today.

Queueing for work 50 years ago on New York docks

They are so thickly packed near the doorway that often a man who is entitled to pass in has to be pulled through by his fellows... sometimes the line of the shape is broken, and the whole mass surges forward. The gateman is handed a stout switch with which he attempts to strike the men over their faces... if the rod fails, then the hose is turned on, even in winter. ↗

ILO quoting 'New York Survey'

* 'shape-up' queue for dock work

quoted as claiming that 75 per cent of a ship's time in port could be eliminated if the 24-hour day, 7-day week were adopted.

They note that this has 'social disadvantages' but say that if the economic advantages are important enough, then social sacrifice has to be accepted. A few examples of shift work are given. Rotterdam has a 44-hour night shift worked between 5.30 p.m. and 3.30 a.m. with a half-hour break. Buenos Aires works four six-hour shifts, which start at 7 a.m. and 1 p.m.

Hamburg is given as having 60 per cent of the men on the day shift, 30 per cent on the late afternoon and 10 per cent on the night shift.

Further aspects of the efficiency plans include reduction of absenteeism, which, says the Report, can be reduced by ending the registration of the regular offender.

A port where full flexibility of working is operated is defined as that where there is no obstacle to shifting men from hatch to hatch, from one ship to another, from ship to shore and from job to job.

The report examines 'unproductive time' which is defined as time in which dockers are being employed and are being remunerated, during which time no cargo is being loaded or discharged. The implication of 'unproductive time' is that during this period dockers are not really working at all—this works out at equivalent to standing idle.

Thus, in New Zealand, with work on the overseas ships, the claim is made that total unproductive time in 1966 amounted to 56.3 per cent of paid time.

This so-called 'unproductive time' included the following:

- i. working time other than cargo work, including the time taken in the removal and replacement of hatches, rigging gear, cleaning and preparing holds, shifting and re-stowing cargo,
- ii. time taken on non-contract work such as mails, luggage, livestock, etc.,
- iii. weather delays, travelling time, smoke periods, time awaiting trucks, breakdown of machinery, or shortage of mechanical equipment.

Port managements are especially anxious to pronounce as much of the work as possible 'unproductive' when payment-by-results schemes operate so as to cut extra payments to the minimum. Employers are also reluctant to admit the need for recognized rest periods.

At the most they would prefer a system of staggered breaks. The Report comments: 'From the point of view of the ship, there would appear to be every advantage in not having fixed breaks, but to enable the work to carry on, giving the dockers enough to satisfy physical needs and to obtain refreshments.'

... however, there is the fear that any attempt to regard any period in which the worker is 'at ease' as 'unproductive' and to be eliminated may well defeat its own object. It will create resentment and the workers concerned are more likely to protect themselves by slowing down the pace of work.'

WORK STUDY

Under this heading the ILO Report says:

'Improvement in the co-ordination of the movement of cargo—can often result in the application of work study methods to cargo handling. This has been practised to an increasing degree in many ports.'

This heading mainly covers work study, which is the examination of dock layout and the ways men work and time which times every movement made to the hundredth of a minute.

For example, it examines

'What portion of the time during which it could be used is the hook idle and unloaded? Are slings or pallets not loaded quickly enough? If so, why? For how much of the time is the load kept hanging on the hook waiting to be received? What prevented quicker clearance under the hook?'

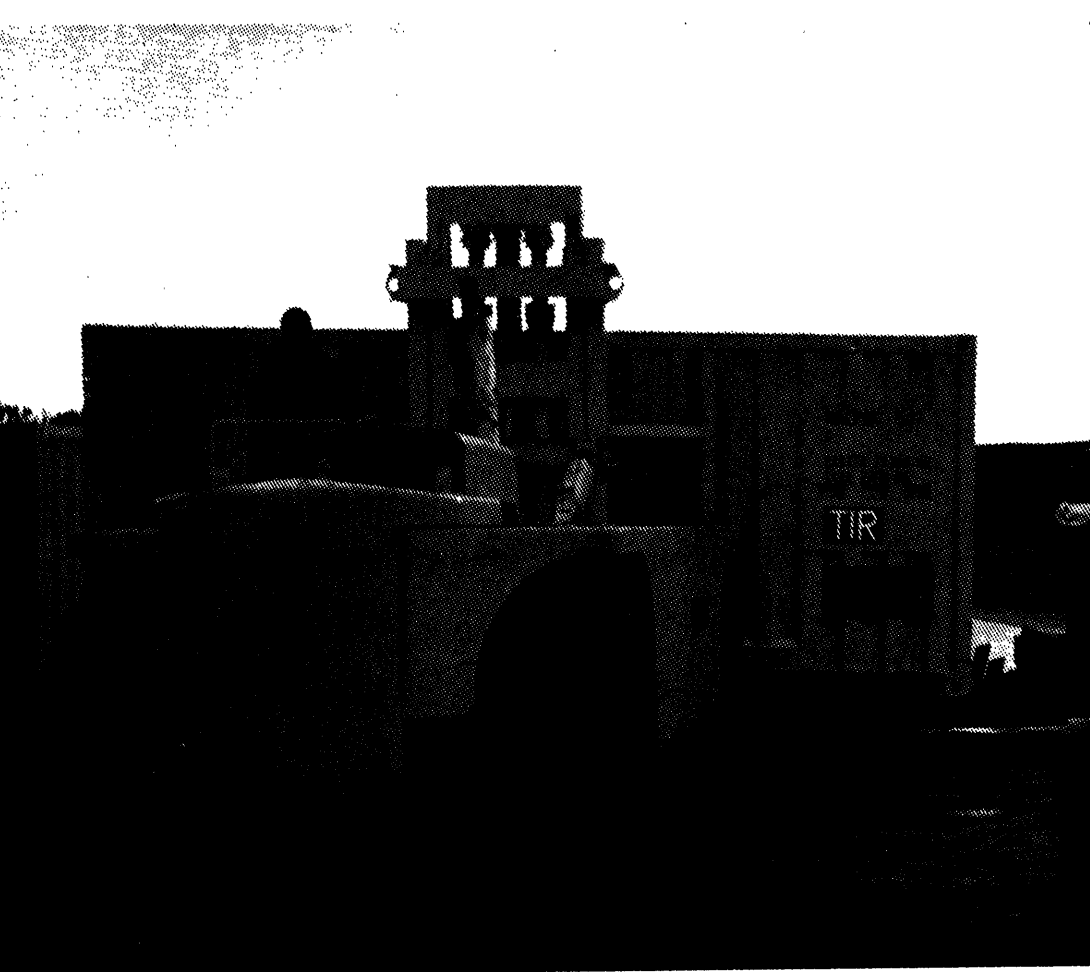
LETTER

MASPERO

IT HAS recently come to our notice that François Maspero, the leading left-wing publisher, has been sentenced to imprisonment in France for distributing the international revolutionary journal 'Tribune', which is published in Havana.

As the English distributors of this journal we wish to appeal to British socialists of all persuasions to join us in protesting most vigorously against this shocking act of repression by the French government.

Ken Coates, Chris Farley, Ken Fleet.



Containerization is well under way at Tilbury. Above a container is lifted on to a lorry.

The Report refers to the fact that plans are in operation in Britain to train all new dock supervisors, and between a third and a half of all existing supervisors, in industrial relations, communications, port economics, and work study.

WORLD CONDITIONS

The Report makes points about what ought to be. Such and such conditions of working 'should' exist.

As regards safe working and hygiene, employers themselves are not slow to outline the correct methods of working. They do not particularly want the hold-ups and inconvenience of accidents but the work and the supervision itself negates the principle.

The ILO quotes a Belgian Labour Inspector's report of 1954:

'From the many accident inquiries I have had to carry out in the port, I can without the fear of the facts contradicting me, affirm that the great majority of accidents are primarily caused by haste, over-zealousness, and excessive speed in the execution of the work.'

A strange contrast indeed to the theories of 'unproductive work' and the drive for greater efficiency which always imply that before these methods were introduced dockers did nothing but stand about all day.

Some further comments on safety and hygiene:

'Surprising as it may seem, in a great many ports sanitary blocks are either virtually non-existent, or much too far apart. Maintenance has to be provided if they are to be kept in clean and decent order.'

'The provision of drinking water is obviously a difficulty, yet when work is so strenuous it should be provided. In other areas where piped water is used for other purposes, it is not safe to drink. Clear notices, understandable to even the illiterate are needed to distinguish the taps.'

'Suitable and adequate washing facilities should be provided for all dockers at places readily accessible to them.'

'... showers... should be regarded as absolutely essential where dockers are handling cargo liable to expose them to skin contamination, and should in such cases, be compulsory... changing rooms should be provided with lockers for clothes and facilities for drying wet clothing...'

A few remarks in the Report do give a hint—and only a hint—of some of the real conditions of dockers throughout the world: that many dockers have to eat meals they bring with them in the holds of ships or in warehouses, or 'sheltering in the shade of a railway truck': that in the Middle East, dockers may receive one free meal a day, not of course out of any feelings of charity, but because:

'In some cases, the customary diet of the docker is so poor especially in proteins and fresh vitamin ingredients, quite apart from having an inadequate energy value, that it impairs his health and his ability to carry out strenuous work.'

Singapore, one of the world's six biggest ports, handling 35 million tons of cargo a year, is also given as an example of a port where a free meals service is operated. In spite of all the 'shoulds', in only a very few countries such as the Netherlands, are the welfare obligations required in ports laid down in special legislation.

In most countries dockers have had to fight for many years to guarantee themselves even the most elementary amenities.

Continued tomorrow

tv column

BEHIND THE BBC television strike lies considerable uncertainty. This uncertainty will endanger future struggles unless important issues are faced in time.

Two major unions are involved, the Association of Broadcasting Staff (ABS) and the Association of Cinematograph, Television and Allied Technicians (ACTT).

ABS, which rejected a 4 per cent pay offer accepted by NAKTE and the ETU, represents between 6,000 and 8,000 BBC workers in various jobs in both radio and television. This is approximately one-third of all BBC employees.

ABS also has some members in commercial television, but is specially strong there amongst the crucial section of workers who run the transmitters and relay stations.

ABS is officially recognised by the BBC and for many years its leadership has been very close to management. At one period up to about the mid-1950s this closeness came naturally from a predominantly middle-class membership, or at very least a membership almost completely suffused with middle-class ideas about their status and role.

Gradually, however, the workers in the industry have changed.

Whole new layers of technicians had to be recruited for the studios, the film departments, the recording suites. Even the producers and directors, traditionally the bulwark of safe respectability, began to change.

Expansion

Working-class people pulled out of their class and pushed through the educational system came more and more into the industry as it expanded. But contradictorily the re-conditioning process of education didn't just produce docile technicians.

These changes, in conjunction with the pressures for more and more productivity and from the rapidly rising cost of living, have led to a crisis within the ABS.

This crisis reached a crucial stage earlier this year when the membership passed a vote of no confidence in the then general secretary Mr Leslie Littlewood.

This action resulted from a wide feeling that the leadership was not pursuing the interests of the membership with sufficient militancy and it was followed by Mr Littlewood being pushed upstairs to the union presidency and even to the TUC General Council.

In his place came Mr G. T. Rhys, previously assistant general secretary and at the front of the present dispute. Whether he will turn out to be a really satisfactory alternative will be tested in the next week or two.

During the last few days, in the crucial preparations for the strike, members of ABS in the BBC complained constantly that they were not kept properly informed by the leadership.

Some say they heard more often from director general Mr Charles Curran representing management than from their union.

This situation is often exacerbated by lack of even the

BEHIND THE B.B.C. BLACKOUT

simplest facilities. Said to be very short of funds the ABS is far from being in touch with its members.

One large section of workers, for example, does not even have easy access to an ABS notice board. There is also little sign of the necessary concerted action which could bring out ITV members in support.

In another major union involved in the stoppage, the ACTT, has something over 2,000 members in the BBC, but despite years of negotiations and a recommendation in its favour by the Pilkington Committee it is still not recognised by the BBC.

Representing the majority of workers in commercial television and the film industry, ACTT has won many important manning and pay victories for its members over the years.

The BBC has always known that once ACTT got a foothold inside, conditions of work and rates of pay would come under very close scrutiny and strong attack from workers previously tied to the more compliant ABS.

Even now it is attempting to buy off ABS members by threatening to include backdated 4 per cent rise in monthly pay cheques anyway. A cynical act which workers will know how to deal with.

And the BBC's determination to keep out the ACTT has resulted in some most ungentlemanly acts. Denied all facilities, ACTT shop stewards once left copies of the union journal in the BBC club.

These were removed and, it is strongly rumoured, burnt. They certainly disappeared without a trace.

Worse future

Already in deep financial trouble and despite planning big cut-backs in radio during the 1970s, the BBC predicts an even worse situation for itself in the future.

It literally cannot afford to continue its present output, let alone meet plans for expansion without both more money i.e. bigger license fees and more productivity from its workers.

Refused recognition, but with an expanding membership, ACTT has another advantage. Negotiations to merge with ABS have continued for some years and in recent months members of ABS have pressed more and more strongly for such a move.

In the present strike ACTT has given complete support to the ABS and instructed all its members to black any BBC work for the period involved.

This includes laboratory workers and others crucial for the normal running of television.

The merger proceedings will probably be strengthened but are still reckoned to be at least a year and probably 18 months from completion. If ABS is successful in this dispute, it could also have the opposite effect by deluding members with a show of militancy.

The most important dangers facing television workers in the present and coming struggles are similar to those met by workers in other industries.

Firstly, divisions in their own ranks, both within unions, between unions and between members and the

leadership. It is vital to fight out the principled differences involved and to get a broad unity around these principles.

Secondly, illusions about their class interests. These are often heightened because many technicians work closely with individual producers and directors and feel a divided loyalty between their own proper class interest and their desire not to wreck programmes in which they are deeply involved.

The only resolution of this particular split is for producers and directors (often members of the same unions) to understand where their own interest lies.

Notions of creative freedom and individual liberty are nonsensical in the present system.

The price for such illusions is very high. In return for some choice of project and pace, within very carefully defined limits, and for being able to work without an overseer, they give themselves completely,

'and not through fear but through conscientiousness. As a result, these people—brain workers like doctors, lawyers, writers... television producers—don't want to see and cannot see that their professional frock-coat is nothing but a prisoners' uniform of better cut than ordinary.' (Trotsky: 'The Intelligentsia and Socialism')

They must understand that the present crisis is not limited to television. It is the crisis of the whole of world capitalism expressing itself in their industry as in others.

Programme makers, broadcasters and technicians will face important tests in the

coming period. They should not forget the roles played by their Czech and French counterparts.

They too will have to take sides. The man who tries to walk in the middle of the road is run over from both directions.

Finally, the greatest danger of all. No television workers should think that mere economic struggles can bring real changes.

Both union leaderships are reformist, one slightly more so than the other.

More militant

The ACTT is undoubtedly more militant than the ABS, but that is not saying a great deal. Its conduct of the strike in commercial television last year was described by one steward as 'a mess' and the attitude of its leadership to the recent upheavals in London Weekend Television (LWT) was totally inadequate.

It was only the strength of the LWT shop which prevented a head office motion dismissing the dispute as a managerial dog-fight. It failed completely to appreciate the depth of the crisis and its meaning for the future of workers in industry.

As well as a number of old-guard Stalinists, it contains a liberal-radical group who were responsible for the ACTT's resolution to this year's TUC.

It called for 'those authorities responsible for the management and government of broadcasting services to enable employees, through their trade unions, to participate in the policy decision of those authorities'.

B.B.C. 1

9.15 a.m.-12.23 p.m., For Schools and Colleges. 1.0, Bob Yn Dri. 1.30, Watch With Mother. 1.35-1.45, News and Weather. 2.25-2.35, For Schools and Colleges. 3.45, Malcolm Muggeridge Asks The Question Why. 4.20, Play School. 4.40, Jackanory. 4.55, Wacky Races and Space Kiddies. 5.15, Monster Music Mash. 5.44, Babar. 9.50, National News and Weather.

6.00, London-Nationwide: news, features, opinions.

6.45, Z Cars.

7.05, Tomorrow's World.

7.30, Professional Boxing: The Heavyweight Championship of Great Britain, Jack Bodell, Carl Glizz.

8.00, Tuesday At Eight: Theatre Date, The Crunch.

8.50, The Main News and Weather.

9.10, The Colour Line: a film about the dilemma of South Africans neither white nor black.

10.00, Who's Killing The Car?

10.30, 24 Hours Including The Moon Men.

11.05, Viewpoint: Don Salvador de Madariaga.

11.35, Weatherman.

10.00-10.30 (Rowbridge, Brighton) The Party's Over: review of the Party Conferences.

All regions as BBC-1 except at the following times:

Midlands and East Anglia: 6.0-6.45 p.m., Midlands Today, Look East, Weather, Nationwide. 11.37, News Summary and Weather for the Midlands and East Anglia.

North of England: 6.0-6.45 p.m., Look North, Nationwide. 11.37, Northern News Headlines, Weather.

Scotland: 6.0-6.45 p.m., Reporting Scotland, Nationwide. 11.37, Epilogue, Scottish News Headlines.

TODAYSTV

Northern Ireland: 6.0-6.45 p.m., Scene Around Six: Northern Ireland News and Weather, Nationwide. 10.0-10.30, Speak Your Mind: discussion on Northern Ireland Affairs. 11.37, Northern Ireland News Headlines, Weather.

Wales: 5.15-5.44 p.m., Teleweli. 6.0-6.45, Wales Today, Weather, Nationwide. 6.45-7.05, Heddiw. 8.0-8.25, One Of The Family. 8.25-8.50, Cadw Cwmni. 10.0-10.20, Z Cars. 10.20-10.30, New...OR Newydd.

South and West: 6.0-6.45 p.m., Points West, South Today, Spotlight South West, Weather, Nationwide. 10.0-10.30, The Party's Over: look at the Party Conferences. 11.37, South and West Headlines, Weather.

11.00-11.20 a.m., Play School. 1.15-1.45 p.m., Medicine Today.

7.00, This Question Of Pressures: part 2.

7.30, Newsroom and Weather.

8.00, Floodlit Rugby League: Wigan v. Hull.

8.45, Jazz Scene at the Ronnie Scott Club.

9.10, Premiere: 'See How They Run'.

10.45, Europa.

11.20, News Summary and Weather.

11.25, Line-Up.

B.B.C. 2

11.00-11.20 a.m., Play School. 1.15-1.45 p.m., Medicine Today.

7.00, This Question Of Pressures: part 2.

7.30, Newsroom and Weather.

8.00, Floodlit Rugby League: Wigan v. Hull.

8.45, Jazz Scene at the Ronnie Scott Club.

9.10, Premiere: 'See How They Run'.

10.45, Europa.

11.20, News Summary and Weather.

11.25, Line-Up.

Westward

11.0 a.m.-12 noon, Schools. 1.45-2.53, Schools. 4.01, Paulus. 4.13, Westward News Headlines. 4.15, Castle Haven. 4.41, The Gus Honeybun Show. 4.55, The Paper Bag Players. 5.20, Maggie. 5.50, National News. 6.0, Westward Diary. 6.35, Crossroads. 7.0, Star Movie: 'Hot Spell' starring Anthony Quinn and Shirley Booth. 8.30, The Dustbinmen. 9.0, Who-Dun-It? 10.0, News At Ten. 10.30, The Pugnacius Pacifist: Count Carl von Rosen. 11.30, How About You? 12.00 a.m., Late Weather.

Yorkshire

11.0 a.m., Schools. 4.11 p.m., News Headlines. 4.13, The Tingha and Tucker Club. 4.25, Katie Stewart Cooks. 4.55, The Paper Bag Players. 5.20, Maggie. 5.50, News. 6.0, Calendar, Weather. 6.55, 'The Sleeping Tiger' starring Dirk Bogarde and Alexis Smith. 8.30, The Dustbinmen. 9.0, Hadleigh. 10.0, News At Ten, Weather. 10.30, The Pugnacius Pacifist: Count Carl Gustav von Rosen. 11.30, Half-Hour Story. 12 midnight, Late Weather.

Border TV

1.45-2.55 p.m., Schools. 4.0, Border News Headlines. 4.02, Houseparty. 4.15, Castle Haven. 4.40, Diane's Magic Theatre. 4.55, The Paper Bag Players. 5.20, Maggie. 5.50, National News. 6.0, Border News and Lookaround. 6.35, Crossroads. 7.0, Feature Film: 'Devil's Doorway' starring Robert Taylor. 8.30, The Dustbinmen. 9.0, Who-Dun-It? 10.0, News At Ten and Weather. 10.30, Alan Whicker and the Pugnacius Pacifist: interview with Carl Gustav von Rosen. 11.30, How About You? 11.55, Border News Summary and Weather.

THAMES

11.0 a.m.-2.53 p.m., Schools. 3.15, Habatales. 3.25, Mad Movies. 3.55, Face Of The Earth. 4.15, News Headlines. 4.17, Paulus. 4.30, Crossroads. 4.55, The Paper Bag Players. 5.20, Maggie. 5.50, News from ITN.

6.03, Today.

6.30, The Rifleman.

7.05, The Tuesday Film: 'Riding Shotgun' starring Randolph Scott.

8.30, The Dustbinmen.

9.00, Who-Dun-It.

10.00, News At Ten.

10.30, The Pugnacius Pacifist: Count Carl von Rosen.

11.30, How About You?

12.00, The Church And Its Wealth.

Tyne Tees

11.0 a.m.-2.55 p.m., Schools. 4.09, North East Newsroom. 4.55, The Paper Bag Players. 5.20, Maggie. 5.50, News. 6.0, Today At Six. 6.30, Where The Jobs Are. 6.35, Castle Haven. 7.0, The Tuesday Film: 'The Foreman Went To France'. 8.30, The Dustbinmen. 9.0, Who-Dun-It? 10.0, News At Ten. 10.30, The Pugnacius Pacifist: Count Carl von Rosen. 11.30, Late News Extra. 11.45, Whose Responsibility.

by Frank Cartwright

British-Leyland meets growing opposition

Workers' Press reporter

BRITISH-LEYLAND got its fingers severely burned on Thursday afternoon when Oxford's BMC Service workers voted to fight the company's plans to transfer work out of the factory.

After two walk-outs in two days, the management was forced to pay workers for their time attending a mass meeting outside the plant.

Stewards reported the management's intention to move 26 men's work out of the plant—and the meeting voted to strike if one man's work was touched.

Some time ago the company made bonus concessions to the men which meant that they could earn £4 a week more.

Then it started cutting back on the work done in the factory, moving work to outside firms preventing men earning the top rate.

It will now do nothing pending discussions with stewards.

Pattern

But this is part of a developing pattern in the combine. On Wednesday, British-Leyland's combine shop stewards' executive decided to launch a campaign against the short-time and redundancies after hearing disturbing reports from several areas.

In the light of these reports—of cutbacks in production, short-time working, moves to farm work outside it and a closure threat—the committee decided to call a one-day stewards' conference in a month's time to discuss the situation.

Conference

Proposals for token strikes in the combine's plant unless British-Leyland withdraws its plans, will be put to the conference.

Pressed-Steel Fisher's Coventry and Birmingham plants are threatened with closure—the Coventry plant, which employs about 1,200 workers, by April 1970.

Other factories, like Albion Motors, are threatened with big cutbacks in production.

Guard moves to suppress Chicago riot

AFTER a night's respite, fighting broke out again on the streets of Chicago between police and the 'Weathermen', an ultra-left splinter group from the 'Students for a Democratic Society'.

The demonstrations began in connection with the second anniversary of Che Guevara's death at the hands of the Bolivian army.

As the demonstrations grew in size, 2,500 National Guardsmen moved into Chicago to assist the police, who suffered more casualties than the students.

There have so far been more than 90 arrests.

P.I.B. lays down attack on Smithfield market men

Workers' Press correspondent

THE Prices and Incomes Board (PIB) has called for sweeping changes in the organization of London's Smithfield Market in a report published at the end of last week.

Its report follows the meat shopmen's November 4, 1968 one-day strike in support of a claim for improved pay and conditions. Subsequently average weekly earnings were increased between 4 and 54 per cent.

The PIB urges the setting up of a board to 'streamline' pay and conditions for the 2,000 Smithfield workers and calls for greater flexibility and mobility of labour.

Reject report

Any pay improvements will depend on a contraction in the labour force and further improvements in productivity, warns the Board.

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Europe gripped by financial chaos

THE FRENCH bank rate rise to a record 8 per cent and the German suspension of their 4 per cent border tax shows that all semblance of capitalist co-operation in regulating the growing money crisis is now ending.

The Bonn cabinet's decision has added to the already great confusion in world currency markets where there is considerable fear of a franc and lira devaluation, a Dutch guilder revaluation and continuing uncertainty about the mark.

The outgoing Kiesinger government pleaded that the impact of the tax and the higher German mark price had brought an effective 10 per cent revaluation which endangered German export prices in world markets.

The French franc has been worst hit by recent upheavals in money markets following the Bonn decision to 'float' the mark.

MORE BUSINESS FAILURES AS CREDIT SQUEEZE TIGHTENS

Workers' Press correspondent

RECORD high interest rates and severe bank credit restrictions are producing a rapidly growing number of business failures.

963 business failures and cases of bad debt were recorded in the third quarter of this year, the worst 12-week period since figures were first collected in 1966.

So far the figure this year is running 25 per cent ahead of last year.

Nearly a quarter of all debts and failures were in building and construction.

French economy

FROM PAGE ONE

will they be forced into another form of authoritarian government? This time no saviour, like de Gaulle, is waiting in the wings.

The aura of discredit surrounds the ministers of the Fifth Republic and the President himself.

Working-class strength remains the basic factor in the situation.

Its readiness to fight has already been demonstrated, but the struggles of 1969-1970 are still only in the opening stages.

The fate of French capitalism may well be decided when they begin.

WORKERS WARY OF LUCAS DEAL

MANY workers at Lucas Gas Turbine's Spring Road, Birmingham, factory are having second thoughts about LGT's new productivity deal, accepted in a secret ballot following a mass meeting last Monday.

The deal, which demands the implementation of Measured-Day Work and job-evaluation, together with speed-up, thinning down of the labour force,

and elimination of 'non-productive' time, gives an immediate 25s. rise in exchange.

Though the deal was voted in by 200 votes to 85, workers now complain that they were given insufficient time to study it before voting. The proposals were officially unveiled at Monday's meeting, which was held only 15 minutes before the lunch-break.

The chairman ruled that discussion was out of order—only questions were allowed.

Casual reference

Emphasis was laid on the immediate benefits of the deal and the strings were only referred to casually and incidentally, it is claimed.

A campaign for shop-floor meetings coupled with a demand that stewards read out the deal's clauses so that its full implications can be assessed, is the immediate question.



Tariq Ali, editor of 'Black Dwarf' speaking at a joint debate with 'Tribune' in January this year. Both papers have recently carried attacks against the Young Socialists, who are the backbone of the Workers' Press.

The 'broad front' in action

FROM PAGE ONE

Boomerang

In the background of all this sniping is the Communist Party.

Its full-time officials have been going around urging party members not to buy the Workers' Press, which in its own way may boomerang since more and more of its members have now the opportunity to compare the policy of the paper each day.

For our part, we encourage our readers to buy the 'Morning Star' and compare it with the Workers' Press.

It should be said that the Communist Party or the last year or so has become selective about its attitude towards 'Trotskyists'.

The SLL is described as the 'old guard-hard liners', but there are others who could become quite decent chaps.

Among these is the group which calls itself the 'International Marxist Group', and boasts Tariq Ali as a member.

When he can spare a little time off from press interviews and television appearances Ali edits a journal called 'Black Dwarf'.

The number was neither 5,000 nor 500 but 1,500.

On the Sunday immediately before the conference, he writes, 'Socialist Labour League demonstrators—there seemed to me to be only 500 or so, but somebody told me 5,000—showed their faith'.

We trust that Clements does not have the same difficulty totting up the sales of 'Tribune' as he does have with our demonstration.

But cheer up, there is a way out of the difficulty.

A 22-minute 16 mm film is about to be released which will enable 'Tribune' to view the demonstration and rally afterwards at the West Pier.

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Different tone

Naturally, 'Tribune' editor, Mr. Clements, employs a different tone when it comes to commenting on the demonstration organized by the Socialist Labour League to celebrate the occasion of the first issue of the Workers' Press.

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Czech writers purged as border closes

THE KREMLIN-BACKED Husak regime struck two new blows last week against the Czech working class. Following its purge of the trade unions, the bureaucracy expelled three prominent anti-Stalinist writers from the Communist Party.

The three, Pavel Kohout, Antonin Liehm and Ludvik Vaculik, were all prominent in the fight for press freedom, while Vaculik was one of the authors of the 'liberal' manifesto, the '2,000 words'.

These expulsions were announced on Thursday.

On the same day, the Czech border with Bavaria and Austria was sealed for all Czechs travelling to the West, though movement into Czechoslovakia was permitted without any new restrictions.

Shareholders also climbed by 40 per cent to over £7 millions.

Earnings for each EMI ordinary share stood at 28s. 6d., a rise of 17 per cent on the previous year.

In an official announcement on Friday, it stated that 'travel by Czechoslovak citizens abroad has not been developing favourably'.

About 100,000 people are directly affected.

The present regime has blamed western tourists and journalists as partly responsible for opposition to the act against them, but its own citizens.

The Stalinists seal the frontiers because they are preparing for a new round of repression against the working class.

MANY LEFT

Jan Majer of the Ministry of the Interior admitted that 50,000 Czech citizens were already living abroad, only 40 per cent of them legally.

That so many Czechs are prepared to leave their native country and risk losing all their possessions under the regime's new emergency laws proves they fear even more drastic attacks.

The working class, not the Czech currency, is Husak's and the Kremlin's main problem.

Big clashes are now only weeks, possibly days, away.

U.S.-Soviet talks on Mid-East

UNITED States and Soviet officials met over the weekend in a fresh attempt to impose their Middle East 'package deal' on the Arabs.

Taking part in the talks were Assistant Secretary of State Joseph Sisco and the Soviet Ambassador in Washington, Anatoly Dobrynin.

OVER 3 MILLION UNEMPLOYED IN U.S.

WITH SEPTEMBER US unemployment figures showing their biggest jump for a decade, Treasury officials believe that it may have to rise to near the five million mark before inflation is brought under control.

The September 4 per cent level is the highest since October 1967 and makes the unemployment total over 3.2 millions.

Treasury secretary David Kennedy is already the centre of a growing storm after his recent statement that the present 4 per cent level was 'acceptable'.

Milton Friedman, a leading advocate of control of money-supply now fears that anti-inflation policies are in danger of being taken too far and producing a serious recession.

Similar views have been expressed by Raymond Sautiner, chairman of the Council of Economic Advisors under Eisenhower.

Even a slight recession in the United States would enormously aggravate the economic crisis now looming in Europe.

ATUA meeting

S.E. LONDON
Wednesday, October 15 8 p.m.
Kerfield Tavern
Grove Lane
Camberwell Green

Record firm's record profits

By Peter Jefferies

PROFITS of Electrical and Musical Industries jumped 56 per cent to a record £17.6 millions in the last financial year.

Profits available to ordinary shareholders also climbed by 40 per cent to over £7 millions.

Earnings for each EMI ordinary share stood at 28s. 6d., a rise of 17 per cent on the previous year.

In an official announcement on Friday, it stated that 'travel by Czechoslovak citizens abroad has not been developing favourably'.

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ATUA meeting

LEICESTER
'Wages battle, unemployment and Workers' Press'
Thursday, October 23, 8 p.m.
Queens Hotel
Rutland Street

All Trades Unions Alliance conference

Motor workers' conference
All car, car components and delivery workers are invited to a motor workers' conference

Digbeth Civic Hall, Digbeth Birmingham
Saturday November 8 2 p.m. to 7 p.m.
Write for credentials to: R. Parsons, 21 Strawberry Path, Blackbird Leys, Oxford.

Conference fee: 5s. a person

On Sunday the Yorkshire NUM area vice-president, Mr Jack Leigh, said: 'I think this stoppage will spread to other coalfields'.

NCB chairman Lord Robens said he had held discussions with Daly and it may well be that these will facilitate an agreement quite quickly'.

Below value

After the Bank's declaration that it would no longer support the franc abroad it dropped 3.5 per cent below its official value in Swiss markets.

French gold and dollar reserves now stand at their August 8 level immediately prior to devaluation.

The 1970 budget, also unveiled on Wednesday, aims to produce a £71 million surplus, with school building, railways and electricity expenditure slashed in another severe round of cuts.

But the German decision to suspend the export tax and import rebate—agreed to last November as a substitute for devaluation—must aggravate the already serious French economic situation.

French export prices into Germany—an important market—will increase and import prices from Germany into France will fall.

And with French consumer expenditure continuing to soar—an indication of the lack of confidence in the currency—even the £71 million budget surplus will do little to save the franc for very much longer.

Perhaps most ominous of all are the latest US unemployment figures. They show that September's figure of 3.2 millions was the highest rate since October 1967.

These figures underline the fear—expressed by Professor Milton Friedman and others—that Nixon's anti-inflationary measures may have over-shot the mark, producing a serious danger of recession during the coming winter.

Even a slight American recession would enormously heighten the crisis now facing European capitalism.

Turin

FROM PAGE ONE

on the side of the employers, there is now a big danger of the working class being left leaderless in the face of a right-wing offensive or even a military coup.

Big employers such as Fiat and Pirelli are clearly searching for firmer action against the working class than the present government is capable of.

The sit-in strike is a powerful weapon against any counter-attacks by the employers.

But the whole history of the Italian, and international workers' movement has shown that occupation is not enough without a strategy for political power.

MINERS STRIKE

FROM PAGE ONE

area council's strike call, make it official and pay strike money?

On Sunday the Yorkshire NUM area vice-president, Mr Jack Leigh, said: 'I think this stoppage will spread to other coalfields'.

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