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By G. Healy

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'The management must show the colour of their money before we return.'

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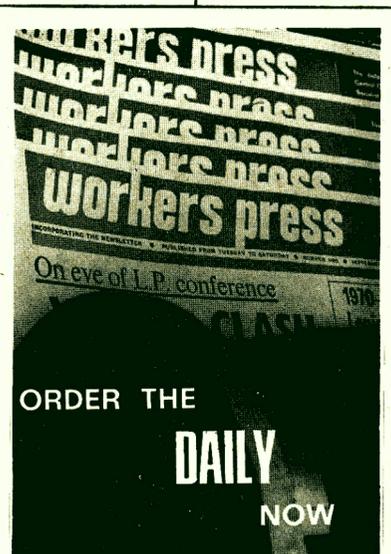
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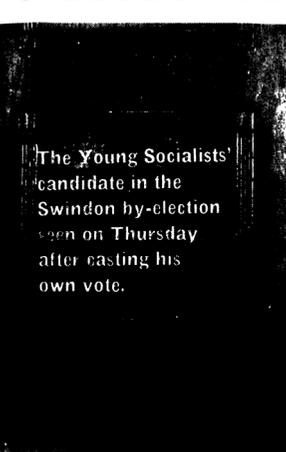
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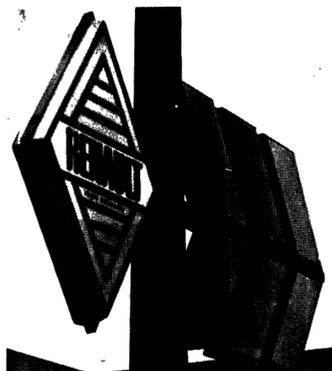
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PIERRE DREYFUS, state boss of France's Regie Nationale des Usines Renault, recently told a British journalist: 'You are looking at a happy man, the head of a happy organization'.

Even the casual observer will find little evidence to justify this remark from the company's market position or from conditions within its factories. Looked at more closely, it is a piece of almost unparalleled cynicism.

Like the other French car firms Renault has steadily been losing its share of domestic car sales over the last few years and, although France's biggest industrial concern, it lies fourth to Fiat, British-Leyland and Ford in the European market.

Despite its nationalized character, the company has launched the same kind of speed-up and wage-cutting attacks on its labour force as its privately-owned counterparts.

The state take-over in 1945 was, of course, of the same order as the nationalization of coal and rail transport in this country.

Ostensibly motivated by Renault's collaboration with the Nazi invasion, it was really carried out in order to break up the workers' councils set up by workers who had themselves occupied the plants.

In spite of the stranglehold maintained by the Stalinists over trade union organization in the company's major factories, these have always been a barometer of the French working class's militancy.

Since May-June 1968, when workers displaced the state management for some three weeks, Renault factories have been veritable cockpits of struggle.

Monday's breaking of Renault's Le Mans lock-out, and the four-hour strike ten days ago are only the most recent expressions of the enormous discontent amongst the company's workers.

Wages intolerably low

ALTHOUGH the rate of exploitation has been stepped up considerably in the last few years, the wage-scale at Renault's largest plant still allows even the most skilled workers to earn an average of only £36 10s. for a 48-hour week.

And these are some of the best-paid workers in a country where the cost of living is an estimated third higher than in Britain . . . and rising even faster!

Renault wages are calculated by the month, with workers graded according to their skill. The management has of late attempted to claw back the 7 to 12 per cent increases granted under the pressure of the

general strike through an increasingly restrictive application of this scale.

It is only paid if 'unjustified absences', including strikes, are kept down to a certain level. For every nine hours lost each week, 20 per cent of the total is deducted.

Like those of carworkers in Britain, the problems of Renault workers are through-and-through political. Their attempts to defend and improve their standard of living bring them into open conflict with the Pompidou regime's post-devaluation 'austerity' measures.

What's more, in the course of this struggle the fruits of a whole period of Stalinist betrayal in the trade unions come up for review.

For the French ruling class, 'austerity' is proving a two-edged weapon against car workers.

Still reeling from the sharp cost-of-living increase arising from devaluation, workers now find their wages, conditions and jobs threatened from another direction.

To add insult to the already injuriously low level of wages, Pompidou has placed a tight squeeze on hire purchase requiring a 50 per cent deposit on all goods and the full payment within 12 months.

Although Renault is still able to claim home market waiting-lists for its cars, this in no way reflects increased demand.

The massive slump in the domestic market has merely been temporarily masked by a large-scale diversion of cars to the export market in an attempt to alleviate the balance of payments deficit.

Built in the mid-1930s, most of Renault's plants remain extremely outdated and in order to compete in international markets the company is planning a £75 million investment programme over the next year.

Compared with British-Leyland's present £200 million modernization scheme, this may seem a relatively modest sum, but it is four times what the company was spending as many years ago.

The money for this, of course, must be extracted from Renault workers.

It is this inexorable drive against wages and conditions which lay behind Dreyfus's October boast that the company would produce a million cars this year, sell about 350,000 in France itself and export the rest to earn an estimated £200 million.

But it is by no means certain that the company will be able to do this.

Markets plummet

SINCE 1966, all the French car manufacturers have been coming under increasing pressure from Italy's Fiat, West Germany's General Motors subsidiary Opel and more recently Ford.



Low pay, long hours and speed-up LEGACY OF STALINIST BETRAYAL AT RENAULT

- **Cost of living high, wages low—£15 to £36 10s. for a 48-hour week.**
- **Exploitation up—Individual production doubled over the last ten years?**
- **'Austerity'—'A two-edged weapon against car-workers.'**
- **The Common Market—'All firms hit . . . and tariff barriers haven't come down yet?'**
- **Denationalization trend—'Farming-out . . . a joint plant with Peugeot, part of Billancourt closed.'**

Simca's home market share has dropped from 11.6 to 10.2 per cent, Peugeot's from 17.4 to 16.5 per cent and Citroen's from 27.9 to a disastrous 17.8 per cent.

Ford has pushed up its share from 2.7 to 5.6 per cent over the same period and is steadily gaining ground.

Henry Ford's recent visit to Pompidou may well be an indication of even more direct methods of penetration.

Renault's share of French sales has dropped from 28.9 to 27.7 per cent.

Although it is doing roughly twice as well as the other

French companies in the Europe and Great Britain market stakes, the company's 11 per cent share in this area is fourth best to Fiat's 22 per cent, British-Leyland's 12.5 per cent and Ford's 12 per cent.

I spoke last week to a young assembly worker from the giant Boulogne-Billancourt plant, to the south-west of Paris, about the consequences of all this for the company's workers.

'There's been a big increase in the rhythm of production all over the plant,' he said.

'In my department we used to turn out 270 jobs in a day, but now it's up to 340—that's a 37 per cent increase. Some departments have gone even higher.'

'The foremen are really cracking the whip now. Most of Renault's increase in production comes from this straight speed-up. They've really avoided large-scale modernization and automation; they're very scared of the fighting potential of the workers at the moment and they want to put off sackings as long as possible.'

There's been a bit of modernization in some departments, mainly on the track. We've got a few automatic assembly machines.

'Not many actual sackings have taken place so far.'

'What usually happens is they transfer you from one department to another, at a lower grade on the scale, or to another Renault plant in the

provinces. Of course a lot refuse to go.

'New recruitment has gone on to a small extent. Their policy now seems to be to take on completely unskilled workers, or skilled men on work well below their level of qualification.'

'Our plant is, of course, very dangerous for them. You've got 37,000 workers all thrown together in the most ancient conditions.'

'Citroen's trying to do the same. They don't want to modernize, so they want to get a labour force with no traditions of struggle.'

'Both Simca and Citroen are being hit much harder than Renault by the effects of the Common Market. And the tariff barriers haven't come down yet!'

'I think foreign competition will clear out Citroen and Simca very quickly once that happens.'

'Conditions at Boulogne-Billancourt are heaven compared to these plants. The wages included. You've got acceleration of production speed there and almost a police system on the lines. In the last two years, production has gone up two to three times with the wages remaining the same.'

'All the companies are losing markets and their way of trying to compete is to attack their workers.'

Speed-up at Billancourt

AT BILLANCOURT, a stop-watch form of work-study has been in operation for some time and supervision has been tightened up.

The management has made several attempts to stop workers starting work late by docking their pay a quarter of an hour for every couple of minutes lateness.

Production reached record levels last year and the increase was continued into the first half of 1969.

In the last ten years, in fact, individual production has more than doubled—from 5.7

The loading bay at the massive Renault factory at Boulogne-Billancourt to the southwest of Paris.



By David Maude

Fundamental demands

DESPITE all Pompidou's talk about making the workers 'shareholders' in their industries, the company has, of course, refused to settle their demand for a pay scale of £17 10s. to £42 a week, claiming that it would cost £8-£9 million a year.

Dreyfus's attitude reflects the government's determination that the working class must be made to pay for the crisis.

But the demands of last week's strike were fundamental:

- **A 40-hour week.**
- **Payment of the full prime, irrespective of strikes.**
- **Parity of earnings between provincial plants and those in the Paris region.**
- **Retirement at 60.**
- **Monthly payment of wages.**

As another CGT member told the Workers' Press at Boulogne-Billancourt: 'After the general strike, these problems are not raised in the way they were previously. More and more workers understand that the basic question is the fight against the government, the question of power.'

But here they come up at every turn against the CGT's Stalinist leadership.

As carworkers in Britain move into a new stage of the fight against Measured-Day Work, 'penal clauses' and the threat of unemployment, they should study carefully the credentials of not only those right-wing union officials who want them to accept these shackles, but those of the Stalinists as well.

We have already dealt with some aspects of their record at Renault. There are others.

It may come as something of a surprise to find militant workers like those at Boulogne-Billancourt fighting for the 40-hour week in 1969. The background to this is important.

The eight-hour day was written into the Renault agreement before the Second World War.

But in 1945 the Stalinists allowed this to lapse under cover of Thorez's line that no worker could refuse to help 'reconstruct the economy'. (Thorez was the then secretary of the French CP and a Minister in the post-war coalition government under de Gaulle.)

The prime was also introduced at this time, with the agreement of Communist Party members who were collaborating completely with de Gaulle's capitalist government.

Fearing that they will now be outflanked by the leftward movement of the working class, they now want this payment consolidated.

But have the Stalinists changed since 1945? Hardly.

In an equally treacherous manner, they now 'justify' the wages movement by the vast increase in the exploitation of the working class by the same employers whose power they then helped to stabilize.

It should also be remembered that it was these same Stalinist chieftains who in May-June 1968 opposed Renault workers demanding a £20-a-week minimum wage and recommended acceptance of the government's offer, made in an attempt to end the general strike.



Renault hopes to earn some £200m this year from exports. Many of the cars stockpiled above are already earmarked for foreign buyers.



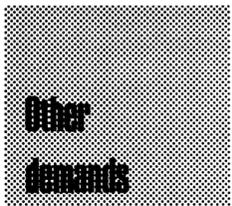
Last week's demands in Renault's huge assembly hall on the Ile Seguin that they prolong the four-hour strike echoed the jeers and shouts that greeted their cowardly proposals of 18 months before. A letter from an engine plant worker at Renault's Cleon plant, printed in October 24's 'Le Monde', brings out the Communist Party's role very clearly.

A three-hour strike in the factory's department No. 41 recently, explains the letter, spread quickly to other sections and the CGT instructed all its members to go home.

Then in a joint leaflet issued with the Confederation Francaise Democratique de Travail the next morning, a typing 'mistake' made it impossible to see if the strike was to be indefinite or not.

The CGT, the letter alleged, 'tried more to contain than organize the action, and this without great success because one could count between 1,500 and 2,000 strikers. It then tried to minimize the action by distributing a leaflet telling workers to go back to their shops and decide the form and duration of the action with their leaders'.

At the Flins factory last week, only the CFDT (Catholic union) called on workers to support the Boulogne-Billancourt action.



TWO other points should be made in conclusion.

The first is that besides conditions on the track, low wages and long hours, Renault workers have many other grievances. For instance the eating facilities.

Despite the increase in the labour force over the last few years of from 30,000-37,000, there has been hardly any increase in the already-overloaded restaurant accommodation. One restaurant has in fact been shut.

The restaurant workers themselves work in impossible conditions, with only five minutes between sittings.

Yet the state management has refused to change the meal-schedule in order to alleviate this.

Secondly, there are indications that the management may not remain a state management for very long.

France's standard of living is estimated to be one-third higher than in Britain and still rising. Above: Renault workers buy much of their goods at the market outside their factory at Billancourt.

Workers draw their conclusions about this trend towards denationalization from the recent practice of farming-out work to factories where the conditions of exploitation are even higher than at Renault itself, and from its link-up for the production of certain parts with Peugeot.

A joint engine plant with Peugeot is being built, and it has arrangements with the private company for training, research and development.

Some components common to Peugeot and Renault are already being made at Saint-Ouen, to the north of Paris, under a Peugeot manager. Part of the Billancourt factory is to be closed down as a result.

An important feature of the All Trades Unions Alliance's November 8 conference will be a discussion on the French car industry.

Workers from Renault will be present. They hope to present a detailed report on the situation in all the major plants.

Intelligence tests show middle-class bias

THE USE of intelligence tests to bolster up the arguments of the Tory Black Paper Two underlines once again the reactionary nature of these tests.

More than this, it underlines the reactionary nature of the philosophy behind them: the philosophy of 'don't probe any deeper than you have to'.

The capitalist class and its agents in the middle class have traditionally used this philosophy. The development of intelligence tests is a case in point.

These tests were designed to measure 'mental development'.

This was to assist in the efficient selection of children to be trained in the grammar schools and universities as the managers and professionals of capitalism.

What this 'mental development' was, no one bothered to consider as long as the tests appeared to cut down educational 'wastage'.

During the 1950s and early 1960s some testers began to wonder if there might not still be 'wastage' going on. The following excerpt from the Great Cities Improvement Studies Project financed by the Ford Foundation makes this clear:

'As long as the problem of the culturally deprived remains unsolved, potentially great scientists, mathematicians, social scientists,

linguists and others with talent will remain undiscovered and the waste of human resources will continue'.

The fact that workers are often able to outwit management was also mentioned as a cause for concern by some testers.

A group of psychologists, centering chiefly on the 'Chicago School' in America, therefore began in the early 1950s to investigate what really was being measured by these tests.

The results were alarming for those who believed intelligence tests were measuring the unfolding of mental development.

It was found that the tests were largely measuring whether you were middle class or not. The language the tests used was middle class and the working-class child could generally not see the sense in answering such stupid questions.

Once these difficulties were removed, the famous 'class differences in intelligence' disappeared.

We have to ask ourselves therefore how it was that these supposedly 'scientific instruments' for measuring mental development were simply measuring the development of the differences between middle-class and working-class children.

The answer is that the middle-class testers who devised these tests selected this type

of question to work on before they began.

Any statistical refinement of the tests simply accentuated the bias they had already introduced.

Catholic church leads new attacks on Spanish workers

By Robert Black

FRANCO'S Cabinet changes, announced on Wednesday, reflect new shifts in the balance of power within the regime over recent years.

The fascist and military 'old guard' who butchered the Spanish workers and peasants in the Civil War of 1936-1939 no longer represent a significant force. They did their counter-revolutionary work for the capitalists, bankers and landowners, and have now finally been pensioned off.

Franco has given official recognition to a process that has been going on for the last ten years at least.

The new men in his cabinet are dominated by the lay Catholic body, 'Opus Dei' (God's Work). Their strength lies in commerce, banking, industry, administration and the press.

They are considered to be the 'modernizers', favouring an up-to-date capitalist Spain linked to western Europe through the Common Market.

Admission to the order is highly selective. There are only 20,000 members in the whole of Spain. A spokesman for 'Opus Dei' discounted any political significance for the appointment of its members to the Cabinet:

'The victory is not for "Opus Dei" but for people who happen to be members. Our movement has no political policy.'

Only hours before the announcement that the old guard had been demoted, 1,000 Spanish fascists clashed with police during a Madrid rally celebrating the 36th anniversary of the foundation of their party, the Falange.

A group within the party still clings to its original, pre-civil war 'radical' programme, and mistakenly believe that Franco has betrayed the cause of Spanish fascism.

Today they are very hostile to Franco's plan of restoring the full powers of the Bourbon monarchy after the dictator's death.

The founders of the Falange concealed their reactionary policies with 'radical' propaganda in

Marxists have always warned that this kind of rough-and-ready procedure plays into the hands of the class enemy.

Unless we are conscious of our assumptions they will inevitably be the assumptions of capitalism. Unless we attempt to change society our understanding of it and of the human beings in it will remain a superficial one.

The question of the ability of the working class is not to be answered in the classroom.

It is not to be answered by the deliberations of liberals and reformers on the educationality of the working class, deliberations they have abruptly ceased now capitalism no longer requires them.

The answer is to be found in the 'History of the Russian Revolution':

'Who would believe', wrote one of the Russian generals, 'that the janitor or watchman of the court building would suddenly become Chief Justice of the Court of Appeals? Or the hospital orderly manager of the hospital; the barber a big functionary; yesterday's ensign the commander-in-chief yesterday's lackey or common labourer burgomaster; yesterday's train officer chief of division or station superintendent; yesterday's locksmith head of the factory?'

'Who would believe it?' They had to believe it? (Trotsky.)

A London teacher



Franco now leans heavily on the Catholic church for his support.

favour of a republic.) The obvious shift in power within the regime has created great unrest amongst the frustrated sections of the fascist-influenced middle class, as they now see the Cabinet openly representing the monopoly and banking interests they joined the Falange to oppose.

This predominance of banking and modernized industrial interests over the landed aristocracy and the old military leaders will not lead to any easing up of the class struggle in Spain.

The appointment of 'pro-European' ministers in place of the old-style nationalists and isolationists (who may well have been making their last throw in the recent series of incidents off Gibraltar) means a renewed drive against the Spanish working class.

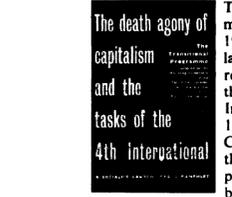
The modernizers and so-called 'liberalizers' of 'Opus Dei', led by Lopez Rodo, Minister with responsibilities for economic development and planning, are the bitter enemies of the Spanish working class.

Successful competition in Europe against the giant monopolies demands now the most ruthless suppression of the working class at home.

As if to prove that it was 'business as usual', Spanish police opened fire on a demonstration of workers in the Basque city of Bilbao who were protesting against the poisonous effects of industrial fumes in the area.

With the whole of western Europe now in political and industrial ferment, the Spanish working class can take on and defeat the holy bankers of 'Opus Dei'.

The Transitional Programme



This is the basic programmatic document of the world movement founded by Leon Trotsky and his comrades. By 1938 the revolutionary Marxists had found it necessary to lay the foundations of the Fourth International in order to restore working-class leadership after the defeats prepared by the Stalinist bureaucracy in control of the Third (Communist) International. The defeat of the German Revolution in 1933, of the British General Strike in 1926, and of the Chinese Revolution in 1927, followed by Hitler's victory over the German working class in 1933, finally ruled out the perspective of transforming the Communist International by internal opposition.

Manchester history group

FIRSTLY, can I express belated congratulations on the daily—a wonderful achievement. Robin Black's articles are excellent. Can I suggest that your articles on the front and back pages are not split up as at present; it makes for difficult reading to be referred to page four in every article. But that's just a technical objection: the Workers Press is an outstanding gain for Trotskyism.

I want to inform you of the existence of a History Critical Group at Manchester University. Although the Stalinists are attempting to take us over, we are keeping our organization tight to combat them.

We shall be holding seminars,

producing bibliographies and writing pamphlets with the aim of presenting a Marxist analysis of history to combat the sterile bourgeois theses we get thrown at us in our lectures and tutorials.

We are very eager to contact any individuals who are at all interested in what we are doing. We are very interested in producing material for 'Fourth International' as well as other Marxist theoretical publications.

Could any of your readers who are interested in this work please contact me.

Nick Belford
102 Carter Road
Greenheys
Manchester 15

WEEKEND TELEVISION SATURDAY SUNDAY

B.B.C.-1

10.00 a.m. Repondez S'il Vous Plait. 10.30-11.00 Wie Bitte? 12.00 noon Weatherman. 12.05 Casey Jones. 12.25 Charlie Chaplin: 'The Immigrant'. 12.45 Grandstand. 5.15 Star Trek.

6.05 News, Weatherman. 6.15 Simon Dee. 6.45 Dixon of Dock Green. 7.30 The Dave Allen Show. 8.15 Three Great Stars: 'Johnny Apollo' starring Tyrone Power.

9.45 News, Weather. 10.00 Match of the Day. 11.00 Braden's Week. 11.40 Weatherman.

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

Midlands and East Anglia: 11.42 p.m. Weather.

North of England: 11.42 p.m. Northern News Summary.

Scotland: 5.30-5.15 p.m. Sportsreel. 10.00-10.55 Sportsreel. 10.45-11.30 One Over The Eight.

Wales: 6.15-6.45 p.m. Eisc A Dawn. Northern Ireland: 5.10-5.15 p.m. Sports Results, News Summary. 11.00-11.30 Square One. 11.42 Weather.

South and West: 11.42 p.m. Weather for South and West.

Wrestling. 5.00 Results Service. 5.15 Bonanza.

6.10 News From ITN. 6.15 The Saturday Crowd. 7.30 Please Sir! 8.05 'Kings Go Forth', starring Frank Sinatra, Tony Curtis, Natalie Wood. 10.00 News From ITN. 10.10 Saturday Night Theatre. 12 midnight All Our Yesterdays. 12.25 a.m. Giving and Getting.

12.55 p.m. News. 1.00 World of Sport. 5.00 Results Round-up. 5.15 Cowboy in Africa. 6.10 News. 6.15 The Saturday Crowd. 7.00 Please Sir! 7.30 Edgar Wallace. 8.30 The Killer Is Loose. 10.00 News and Weather. 10.10 The Stables Theatre Company. 11.10 Frost on Saturday. 12.00 midnight Weather.

Scottish

12 noon-12.25 p.m. Stay Alive. 12.55 News. 1.00 World of Sport. 4.00 Professional Wrestling. 5.00 Results Round-Up. 5.15 Cowboy in Africa. 6.10 News and Weather. 6.15 The Saturday Crowd. 7.00 Please Sir! 7.30 The Saturday Feature: 'D-Day 6th June' starring Robert Taylor, Richard Todd and Dana Wynter. 9.25 Sportsport. 10.00 Weather and News. 10.15 The Stables Theatre Company. 11.10 Frost on Saturday. 12.00 midnight Late Call.

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

Midlands and East Anglia: 11.22 p.m. Weather for Midlands and East Anglia.

North of England: 11.22 p.m. Northern News Summary, Weather.

Wales: 10.30-11.30 a.m. Investiture Year. Youth Service. 1.05-1.25 p.m. Addio Dduw. 1.25-1.50 Farming in Wales. 2.30-2.55 The Newcomers. 2.55-3.30 Rugby Union. 3.30-3.50 The Newcomers. 3.50-4.10 Dwdsch Be Fynnoch Chi. 4.70-4.40 Mses A Mor.

Scotland: 10.30-11.30 a.m. Morning Service. 1.25-1.50 p.m. Farm Forum. 6.15-6.50 Sunday Set. 6.30-7.25 Songs of Praise. 10.35-11.15 Braden's Week. 11.15 Weather.

Northern Ireland: 1.25-1.48 Farming. 11.22 Northern Ireland News Headlines, Weather.

South and West: 11.22 p.m. South and West News Headlines, Weather, Road Works Report.

B.B.C.-1

9.00 a.m. Nai Zindagi-Naya Ieevan. 9.30 Repondez S'il Vous Plait. 10.00-10.30 Wie Bitte? 11.00 Seeing and Believing. 11.30 Buying A House. 12 noon Know How. 12.30-1.00 p.m. Representing The Union. 1.25 Farming, Weather For Farmers. 2.00 Ten Classic Dishes. 2.29 News Headlines. 2.30 Day Time. 3.05 Film Matinee: 'Lights Out'. 4.40 Hobbyhorse. 5.05 Going For A Song. 5.30 Dombey and Son. 5.55 Ken Dodd and the Diddymen. 6.05 News, Weatherman. 6.15 Malcolm Muggeridge asks The Question Why. 6.50 Songs of Praise. 7.25 Detective. 8.15 British Film Night: 'This Sporting Life'. Starring Richard Harris and Rachel Roberts. 10.25 News, Weather. 10.35 Omnibus. 11.20 Weatherman.

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

Midlands and East Anglia: 11.22 p.m. Weather for Midlands and East Anglia.

North of England: 11.22 p.m. Northern News Summary, Weather.

Wales: 10.30-11.30 a.m. Investiture Year. Youth Service. 1.05-1.25 p.m. Addio Dduw. 1.25-1.50 Farming in Wales. 2.30-2.55 The Newcomers. 2.55-3.30 Rugby Union. 3.30-3.50 The Newcomers. 3.50-4.10 Dwdsch Be Fynnoch Chi. 4.70-4.40 Mses A Mor.

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Northern Ireland: 1.25-1.48 Farming. 11.22 Northern Ireland News Headlines, Weather.

South and West: 11.22 p.m. South and West News Headlines, Weather, Road Works Report.

London Weekend

11.00 a.m. Church Service. 12.15 p.m. Sunday Session. 12.40-1.05 Your Living Body. 1.25 Sunday Session. 1.55 Out Of Town. 2.15 Sports Arena. 2.45 University Challenge. 3.15 The Big Match. 4.15 The Flaxton Boys. 4.45 The Golden Shot. 5.30 Hark at Barker. 6.00 News From ITN.

6.15 All Creatures Great and Small. 6.55 Tomorrow's Child. 6.55 Appeal—Your Money Their Lives: The Wellclose Square Fund Ltd. 7.00 Stars On Sunday. 7.25 Randall and Hopkirk (Deceased). 8.20 'The Pumpkin Eater' starring Anne Bancroft, Peter Finch and James Mason. 10.10 News From ITN. 11.20 Music Hall. 11.20 Tonight With David Nixon. 12.05 a.m. Giving and Getting.

Anglia

11.00 a.m. Morning Service. 12.15 p.m. Sunday Session. 12.40 Your Living Body. 1.05-1.29 You And Your Child. 1.45 Farm Progress. 2.15 Sports Arena. 2.45 All Our Yesterdays. 3.10 Sherlock Holmes Film Library. 4.15 The Flaxton Boys. 4.45 The Golden Shot. 5.30 The Ghost and Mrs. Muir. 6.00 News, Weather. 6.15 All Creatures Great and Small. 6.35 Tomorrow's Child. 6.55 Action News. 7.00 Stars On Sunday. 7.25 'The Kentuckian' starring Burt Lancaster, Dianne Foster, Diana Lynn. 9.10 Strange Report. 10.10 News, Weather. 10.20 Music Hall. 11.20 Tonight With David Nixon. 12.05 a.m. Reflection.

The face of Toryism

By John Spencer

ONE of Mr Enoch Powell's most fervent supporters is Mr John Hollick de la Taste Tickell, the 35-year-old squire of Whittleford, Cambridge and landlord of the Tickell Arms.

Another of Squire Tickell's peculiarities is the buckled shoes and 18th century knee-breeches he wears while pulling ale for clientele.

Not that the squire is odd. They just do that kind of thing out in Whittleford, Camb. However, even out in that neck of the woods the writ of the dreaded Race Relations Board runs—and Mr de la Taste Tickell (or is it just plain Squire Tickell) seems to have got on the wrong side of it.

The incident for which he has been reported occurred, he says, when a Trinidadian fellow arrived late for lunch at his pub with a white girl.

'He said something to me. I told him that if he did not like the way England was run he could go back to his own country. But this was no more than I would have told a Scotsman or an Australian in similar circumstances.'

What is Merrie England coming to when a landlord's witty quips (in his own public house, too) can be reported to the Race Relations Board?

Why, some people are even saying that Squire Tickell should be deported... back the 18th century where he belongs.

BUT for all Squire Tickell's support, Mr Enoch Powell wouldn't have got very far without the solid resources of the Tory Party behind him. And here, the resources are really are solid.

Even more interesting than their solidarity is their source. No doubt the landed gentry, like Squire Tickell, do their bit for the party, but the real heavy brigade where finance is concerned are the boards of the big companies.

Last year, 433 firms between them contributed just over £1 million to the Tory Party and associated employers' associations:

£544,000 went direct to the Tory Party, £302,000 went to the British United Industrialists (anti-nationalization body) £63,000 went to the Economic League and the poverty-stricken Aims of Industry organization was left with a mere £29,000.

Not surprisingly a good proportion of this money came from the banks. 20 banking and discount firms (including Enoch Powell's own stamping-ground, the National Discount Corporation) contributed £136,000 to these worthy causes.

One thing is for sure. However much it applauds Wilson's attacks on the working class, big business remains loyal to its Tory Party.

The Tory Party remains the party of big business.

B.B.C.-2

3.00-4.15 p.m. Saturday Cinema: 'The Adventures of Tom Sawyer'. 7.00 News, Sport, Weather. 7.15 Gardeners' World. 7.30 Rugby Special. 8.10 The Last Days of Mimos. 9.00 Swinging Head '69. 9.45 The First Churchill. 10.30 Review. 11.10 Line-Up. 11.35 News Summary. 11.40 Midnight Movie: 'The Spiral Staircase'.

Westward

12.55 p.m. News. 1.00 World of Sport. 1.25 On The Ball. 1.20 Racing. 1.10 International Sports Special. 3.55 Half-Time Round-Up. 4.00 Professional Wrestling. 5.00 Results Round-Up. 5.15 Tarzan. 6.10 News. 6.15 Wheel Of Fortune. 6.45 The Saturday Crowd. 7.30 Please Sir! 8.05 The Saturday Film: 'Come Fill The Cup' starring James Cagney, Phyllis Thaxter, Raymond Massey and James Gleason. 10.00 National News. 10.10 Saturday Night Theatre. 11.10 Frost on Saturday. 11.55 Faith For Life. 12.01 a.m. Weather.

Yorkshire

12.55 p.m. News. 1.00 World of Sport. 5.00 Results Round-up. 5.15 Cowboy in Africa. 6.10 News. 6.15 The Saturday Crowd. 7.00 Please Sir! 7.30 The Saturday Feature: 'D-Day 6th June' starring Robert Taylor, Richard Todd and Dana Wynter. 9.25 Sportsport. 10.00 Weather and News. 10.15 The Stables Theatre Company. 11.10 Frost on Saturday. 11.55 Faith For Life. 12.01 a.m. Weather.

Grampian

12.55 p.m. News. 1.00 World of Sport. 1.25 On The Ball. 1.20 Racing. 1.10 International Sports Special. 3.55 Half-Time Round-Up. 4.00 Professional Wrestling. 5.00 Results Round-Up. 5.15 Tarzan. 6.10 News. 6.15 Wheel Of Fortune. 6.45 The Saturday Crowd. 7.30 Please Sir! 8.05 The Saturday Film: 'Come Fill The Cup' starring James Cagney, Phyllis Thaxter, Raymond Massey and James Gleason. 10.00 National News. 10.10 Saturday Night Theatre. 11.10 Frost on Saturday. 11.55 Faith For Life. 12.01 a.m. Weather.

Yorkshire

11.00 a.m. Morning Service. 12.15 p.m. Families Talking. 12.40 Your Living Body. 1.05-1.25 You And Your Child. 1.30 All Our Yesterdays. 2.00 Sunday Sport. 2.30-2.55 The Newcomers. 2.55-3.30 Rugby Union. 3.30-3.50 The Newcomers. 3.50-4.10 Dwdsch Be Fynnoch Chi. 4.70-4.40 Mses A Mor.

Grampian

12.15 p.m. Sunday Session. 12.40 Your Living Body. 1.05-1.29 You And Your Child. 1.45 Farm Progress. 2.15 Sports Arena. 2.45 All Our Yesterdays. 3.10 Sherlock Holmes Film Library. 4.15 The Flaxton Boys. 4.45 The Golden Shot. 5.30 The Ghost and Mrs. Muir. 6.00 News, Weather. 6.15 All Creatures Great and Small. 6.35 Tomorrow's Child. 6.55 Action News. 7.00 Stars On Sunday. 7.25 'The Kentuckian' starring Burt Lancaster, Dianne Foster, Diana Lynn. 9.10 Strange Report. 10.10 News, Weather. 10.20 Music Hall. 11.20 Tonight With David Nixon. 12.05 a.m. Reflection.

London Weekend

11.10 a.m. RAC Road Report. 11.15 Saturday Session. 11.40 Stay Alive. 12.05 p.m. Thunderbirds. 12.55 News from ITN. 1.00 World of Sport. 1.05 On The Ball. 1.20 They're Off! 3.10 International Sports Special. 4.00

Westward

12.55 p.m. News. 1.00 World of Sport. 1.25 On The Ball. 1.20 Racing. 1.10 International Sports Special. 3.55 Half-Time Round-Up. 4.00 Professional Wrestling. 5.00 Results Round-Up. 5.15 Tarzan. 6.10 News. 6.15 Wheel Of Fortune. 6.45 The Saturday Crowd. 7.30 Please Sir! 8.05 The Saturday Film: 'Come Fill The Cup' starring James Cagney, Phyllis Thaxter, Raymond Massey and James Gleason. 10.00 National News. 10.10 Saturday Night Theatre. 11.10 Frost on Saturday. 11.55 Faith For Life. 12.01 a.m. Weather.



Richard Harris and Rachel Roberts stars in 'This Sporting Life', Sunday night's film at 8.15 on B.B.C. 1.

B.B.C.-2

7.00 p.m. News Review, Weather. 7.25 The World About Us. 8.15 Peter Grimes: An opera in three acts. 10.00 News. 10.05 Peter Grimes (continued). 10.45 Show Of The Week. 11.30 News Summary. 11.35 Line-Up.

Westward

11.00 a.m. Morning Service. 12.15 p.m. Sunday Session. 12.40 Your Living Body. 1.05-1.25 You And Your Child. 1.30 All Our Yesterdays. 2.00 Sunday Sport. 2.30-2.55 The Newcomers. 2.55-3.30 Rugby Union. 3.30-3.50 The Newcomers. 3.50-4.10 Dwdsch Be Fynnoch Chi. 4.70-4.40 Mses A Mor.

Grampian

12.15 p.m. Sunday Session. 1.30 All Our Yesterdays. 2.00 Diane's Magic Theatre. 2.15 Sports Arena. 2.45 University Challenge. 3.15 Feature Film: 'The Cool Mikado' starring Frankie Howard, Stubby Kaye, Tommy Cooper, Mike and Bernie Winters. 4.45 The Golden Shot. 5.30 The Flaxton Boys. 6.00 News. 6.15 All Creatures Great and Small. 6.35 Tomorrow's Child. 6.55 TV Appeal: Royal National Institute for the Blind. 7.00 Stars On Sunday. 7.25 It Takes A Thief. 8.20 The Rogart Festival: 'Oklahoma Kid' starring Humphrey Bogart. 10.10 News and Weather. 10.20 Music Hall. 11.20 Tonight With David Nixon. 12.02 a.m. Late Call.

CRISIS IN MOTORS

GEORGE CATTELL, writing in the Rootes Motors paper 'Arrow', has said that 'the whole concept of Rootes pay and productivity agreements began with the opening of the Linwood plant...'

Describing the 13-month-old Linwood deal as 'an enabling agreement'. It sets the scene for the introduction of work-study etc., Cattell—who has been seconded by Rootes to direct the Department of Employment and Productivity's Manpower and Productivity Service—explained that this was the approach he was trying 'to persuade other industrial organizations to make'.

By our industrial correspondent DAVID MAUDE

Once you get to about 40 years of age you just can't keep up this kind of pace.

We've got a management "trouble-shooter" in at the moment. He doesn't speak to mere workers, just puts the screws on the foremen.

He's "sacked" one of them six times in the last week for not driving hard enough, and another five times. Periodically, he gets "sacked" himself, of course.

The deal was supposed to bring peace to Linwood, but there's been more trouble than ever since it came in. In June you had about 1,000 of the blokes threatening to burn the place down!

It would be a madhouse if it wasn't so tragic.

It's horn-to-horn working for £24 12s. a week. Everyone hates the agreement.

Financially we're much worse off. When I was on piece-work some years back I'd earn £40 a week with overtime—now it's £34.

It would have been £45 on piece-work by now because we've had pushed it up to meet the cost of living.

A track worker confirmed that conditions were already near-intolerable.

In order to install shock-absorbers, he told the Workers' Press, he had to squat on his haunches and hop with the line while working at the same time.

Taking off the night shift's sign of the times, commented a patternmaker from Linwood's die shop.

Already they've been able to get a big reduction in manpower off the line. Maintenance mates are also being cut down.



M.D.W. at Linwood

'There are two speeds you work. Very fast... and much faster!'

got much worse. It's not only the rotten leadership we've got here, the bad period we're in in the car industry's also affected this.

Now they want to tie us up with a new procedure agreement.

You already have stewards saying we can't get a rise if we don't work harder. Now the management wants to swallow up any militants who are left in a web of procedure, joint productivity councils with the management and all that.

All this ties in completely with Wilson's policies, of course.

Linwood's been a proving-ground for the employers with

what the hell's going on in Vietnam! The leadership's not getting a fight because they're not asking for one.

After one unauthorized absence you get a verbal warning; after two inside of eight weeks—it used to be 12 when this first came in—a written warning; then it's a final warning and three days suspension; then the boot.

Our washing-up time's been taken away, we work to the horn. If you're found washing-up when you should be working it's an immediate final warning—and that hangs over you for five weeks.

We're allowed exactly 35 minutes a day personal time, 20 minutes of which is the morning and afternoon tea-breaks. At the same time they're cutting down on what they think is unnecessary movement outside your area—this apparently includes going to the toilet!

The foremen are getting more and more nervous.

They haven't tightened up on our job-times, yet. But I think the three-shift system's due to come in early next year.

The money's above the district engineering rate, but it's not particularly high for the Clyde.

12s. 9d. an hour and that's it—£25 11s. for a top-grade toolroom worker working in very cramped conditions. On overtime you get the 12s. 9d. plus 50 per cent of the 8s. fallback rate.

In January it goes up to 13s. 9d. an hour.

The trade union organization seems to me to be very bad here. The big mistake was letting the deal in, but now Coventry's got it for 17s. 5d. an hour and there's been no real move for parity as yet!

On top of this, if the new procedure agreement referred to by the patternmaker is accepted, it would place fur-

ther shackles on Linwood workers.

A system of Joint Representative Councils and Joint Consultative Committees would box future yearly negotiations firmly into a framework determined by efficiency improvements and the company's profitability.

Shop stewards, committed to 'abide by all existing and future agreements between the management and the unions and accept that they have a special responsibility to ensure that such agreements are honoured', would find themselves enmeshed in this system.

Rootes want this agreement to come into force next January.

But many stewards have not even seen it, although it has existed in draft form since the end of September.

The company's profitability, to which pay and conditions would be tied by this procedure, even after the expiry of the present three-year agreement, is at the moment almost non-existent.

Rootes' £20 million allocation is being spent on new press lines, advanced paint systems and 'gate-line' body assembly (dealt with in the first article in this series).

But there is little justification for its new models and 'the trend of the market in the spring of 1970' will enhance its position.

These new developments can only increase the threat of redundancies.

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It is this fight which will be prepared at the All Trades Unions in All motor industry conference on November 8.

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Sales fell in the year ending July 31 to just over £165 million, £6 million less than in 1967 when the company suffered a £2.4 million trading loss.

Only changes in its depreciation arrangements prevented the company again showing a loss.

This must intensify pressure from both Chrysler and the Labour government's Industrial Re-organization Corporation, which owns 13.2 per cent of Rootes shares—to cut costs and speed up production. Further attempts to step up exploitation at both Linwood and Coventry must inevitably follow.

In an attempt to increase its competitive position and push its home market share back up from the near-disastrous 9 per cent to which it has fallen, Rootes is to invest considerable sums at both plants.

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FOREIGN NEWS

Libya's new government vacillates

LIBYA'S new nationalist government has asked Britain to withdraw its bases at the earliest possible date, it was announced in Tripoli on Wednesday.

By Robert Black

Under a 20-year treaty signed in 1953, the British government has military facilities in Libya and an air base at El Adem.

The new government also cancelled an oil contract with the US Chappqua company, though the Libyan Foreign Minister made it clear that this was not to be general policy.

Joint development of the country's oil reserves will continue, Salah Boussier explained, 'provided that this will lead to the stage of service contracts when sufficient technical experience in the petroleum industry becomes available and when Libyan elements can take part in various petroleum operations'.

A further sign of the vacillating policy of the two-month-old regime is its agreement to buy new supplies of arms from Britain—but on a reduced scale.

Like so many of these nationalist, army-dominated regimes, the Libyan government walks the tightrope between imperialism, the Soviet bureaucracy and the Arab masses.

It may drive a hard bargain with the weaker oil companies, but it will not resolve the basic problems of the Arab people—national unity, poverty and land.

Negro militant gagged in court

WHEN Black Panther leader Bobby Seale tried to protest in court against the violation of his constitutional rights, he was gagged and handcuffed to a chair.

Seale, on trial for alleged complicity in connection with a murder, shouted out in court on Thursday that he wished to be allowed to act as his own attorney.

In refusing this request, Seale claimed, the court was depriving him of his constitutional rights.

Outside the Chicago court, anti-war leader Dr Benjamin Spock told a rally protesting against the trial of Bobby Seale and his seven comrades (charged with inciting last year's riots outside the Democratic Party convention in Chicago) that the conduct of the trial was a disgrace and 'evidence of how rapidly we are slipping into a police state'.

Seale's case is a clear example of victimization of a Negro militant. The US labour movement must demand his and his comrades' release at once.

Japanese rival for U.S. Steel

THE WORLD'S largest steel firm, US Steel, now faces a powerful new rival. Japan's two biggest steel companies, Yawata and Fuji, received government approval on Thursday for their merger into the Nippon steel company, which now ranks second only to US Steel.

This could easily be the prelude to a new round of concentration in this key industry throughout all the major capitalist countries.

Nasser sees Lebanon chief

PRESIDENT NASSER of Egypt saw the Lebanese army commander General Emile Bustani on Thursday in an attempt to end the recent series of clashes between Palestinian commandos and the Lebanese armed forces.

According to an official announcement, Lebanese leaders had submitted proposals that provide 'a good basis' for ending the conflict.

Soviet troops may stay 'indefinitely'

ADDRESSING an 8,000-strong meeting of his supporters, Gustav Husak hinted that the 80,000 Soviet troops stationed in Czechoslovakia since the August 1968 invasion are to remain indefinitely.

Reporting on his eight days of talks in Moscow with Soviet leaders, Husak dropped the hint when he stated:

'We said in Moscow that the western border of Czechoslovakia, neighbouring an imperialist state, is the common border of the whole socialist camp. The duty to defend it is also a common duty.'

This thinly disguised reference to 'common duty' was greeted with roars of approval from his Stalinist audience, who obviously see the continued presence of Soviet troops as the only means of preserving their privileged positions in the party and state bureaucracy.

Speed up on the line

WHILE Callaghan was holding forth in London I was interviewing workers at Linwood about their experiences since Measured-Day Work was accepted there.

'There are two speeds you work', said a sub-assembly steward, 'very fast... and much faster.'

Since Measured-Day Work there's been a fantastic change in conditions. The discipline's tighter and everything's going faster.

You've got a foreman standing over you the whole time.

At the moment, they're cutting out the night-shift and moving 450 line operators onto other work. The Imp schedule's been cut to 400 a week—it went down from 1,000 to 600, now this.

The line-speed's now 42 an hour, but with the night-shift coming off it's bound to go up, of course.

Car sales drop

SEPTEMBER'S output of cars and commercial vehicles was the second lowest production for a month this year.

Ministry of Technology figures released this week showed that the seasonally adjusted output for September of 138,000 cars only exceeded March's production of 119,000.

March was the month when the Ford strike was taking place.

Commercial vehicle production was second lowest this year at 36,000.

Car production was 19 per cent lower than September last year when there were also several strikes.

I had a bloke next to me on the bus the other day and he was in a blue funk when the thing broke down. No doubt he was on a final warning or something.



The die shop at Linwood threw out MDW.

We used to work on estimated times for jobs. They wanted a system whereby they check progress and chase us up every day, but we fought to throw out Measured-Day Work, work-study, three shifts and the rest.

They've not been able to implement this on our section.

In fact they only got the deal through at all by making written concessions and giving us a £14 a half-year tool allowance. Immediately this was accepted they tried to impose the conditions.

They've shifted the lockers right to the end of the shop so we can't put our coats on early and we have to work right to the horn. Now we've got the new absence and lateness procedure.

This is a big strain on a man's nerves.

Trade union organization's

Oxford tenants

FROM PAGE ONE

'Rent increases are a way of cutting wages without trouble in the factories. They take advantage of the fact that wages struggles and rent struggles are conducted separately.'

Everyone involved in the meeting was taken by surprise by the sudden development of this struggle.

The size of the meeting itself showed that at least one household in every three was represented.

The question of linking the struggle on rents with the fight in the factories is now being considered by some Oxford workers.

Bitter demonstrations at Turin Motor Show

FROM PAGE ONE

TURIN's motor show opened on Wednesday accompanied by bitter demonstrations against the Fiat employers and their government allies.

Fiat workers spat on and kicked the car carrying Italian Minister of Commerce Domenico Magri into the show, while 1,000 police carrying riot sticks and tear gas grenades mounted guard outside the salon where the show was being held.

On Thursday, new struggles broke out inside the Fiat plant as workers battled with company officials and blacklegs. Machinery, offices

Principle

To have avoided challenging Wilson's policies for fear of splitting the vote would have been to fall into line behind the opportunists.

This is the main principle that was involved in Swindon. In 1966 Francis Noel Baker had a 10,443 majority. It was Wilson's betrayal which transformed this into a Tory victory.

The Liberals with Layton, who did not stand a candidate in 1966, received 6,193 votes (no doubt many were Labour in 1966).

The Communist Party which received 838 votes in 1966 saw its vote fall to 518. The Young Socialists, who participated for the first time, received 446 votes.

It is absolutely clear from these figures that Labour lost because of its treacherous policies, which strengthened the Tories and the Liberals. We say once again: Labour is keeping the door open for the Tories.

ALL TRADES UNIONS ALLIANCE

MOTOR WORKERS' CONFERENCE

All car, car delivery and components 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