Venezuelan Mines
PUERTO ORDAZ, Venezuela, Jan. 24—Over 3,000 workers are out on strike here against the recently nationalized Orinoco Mines and the Iron Mines. The workers rejected a Presidential order to go back to work. President Carlos Andres Perez is accusing the strikers of “sabotaging the recent nationalization of the iron industries.”

THE WORKERS ARE NOT BUYING ALL the “nationalization” (read change to new bosses) crap. They are demanding that the Government guarantee them social grants guaranteed by the law, which the government is trying to void, after the “nationalization” of January 1.

The strike began Monday, January 20 when the nightworkers at the El Pao mine refused to go in to work. During the morning workers at Puerto Ordaz, Ciudad Piar and dockworkers in charge of loading the iron extracted from the mines struck. The strike was pushed by the rank and file and the different unions were forced to support them. The Venezuelan Corporation of Guyana (CVG) administrators of the mines, declared the strike illegal. The CVG is losing U.S. $1,250,000 in daily incomes from the mines. Army forces are occupying the iron installation in this industrial section of Venezuela. The Venezuelan bourgeoisie, still very much tied to Rockefeller, is trying to get a bigger piece of the pie from the shipping U.S. imperialist bosses and at the same time they are trying to make the workers sacrifice themselves so that they can “fight” the U.S. bosses. Again, it is being proved that the class struggle is more important to the workers than any “fight” between imperialist and national bosses.

British Auto Workers
Strike for Jobs

COWLEY, Great Britain, Jan. 14—A two-week strike by tuners against the British Leyland auto plant here is causing great disturbances to this boss. The company warned its 12,000 manual workers here that the “Government has undertaken to guarantee our additional overdraft facilities for only six months. This means that we in British Leyland have been given six months to prove ourselves a commercially viable operation, and already, as a result of this dispute, we have failed to meet our survival budget at Cowley.”

Since the strike began, over 3,000 cars worth over $11,000,000 at showroom prices, have been lost. The strikers are demanding regrading of their status.

U.S. Bosses Say
“Buy Australia”

SINDEY, Australia—Believe it or not, General Motors, Chrysler and Ford are calling for a halt to Japanese imports here, where they control most of the car market. They claim unfair competition from the Japanese auto bosses.

General Motors Holden announced this month that it will dismiss 20 to 25 per cent of its work force this month—about 5,000 workers—unless the flood of imports was stemmed. The auto industry here is having the same problem the auto bosses are having all over the world—“people ain’t buying cars.” This auto crisis is caused by overproduction and by the auto bosses’ greed for more profits (by the oil crisis as they claim), as we have pointed out in previous articles in CHALLENGE-Dessafo.

It is incredible that the U.S. bosses in Australia are pushing the “Buy Australian” line, just as they pushed the “buy American” line in the U.S. GM-H is pushing a big campaign here of “how good it has been to Australia,” to counter the Australian people’s hatred towards big cars and the criticism of the remittance of large amounts of its profits to the U.S. parent company.