TORY BILL: DANGER OF UNION SURRENDER

Cooper gives green light to register

by DUNCAN HALLAS

THE TORIES have chalked up a modest victory this week. They may or may not get us into the Common Market but they are one more step along the road of shifting income from working people to the rich.

Not another cut in social services this time. Instead an attack on the grass roots shop floor organisations that are the main obstacle to Tory plans for industry.

The attack wasn’t made by a Tory minister. It was made by a leading member of the Labour Party. Lord Cooper, the President of the Trades Union Congress and a card-carrying member of the Labour Party came out again, in defiance of the policy of his union, the General and Municipal Workers, and said he will press for registration under the Industrial Relations Bill.

Of course a lot of workers don’t care one way or the other about this issue. They don’t see its importance.

In fact it is vital. Registration is the first and critical step towards getting the Tories in carrying out their plans. And these plans threaten our homes and trades.

The object of the Industrial Relations Bill is to make it harder for workers to defend their living standards in a time of fast-rising prices. Higher profits and lower real wages are the objects of the operation.

Planned

Growing unemployment, rising prices, productivity beginning, cuts in social services and the Industrial Relations Bill are not odd, unconnected bits of Tory policy. They form part of a carefully planned attack on working people.

As a result, Cooper and other right wing extremists in the movement hope to start a landslide. They believe that if they can start a big movement to register they can make nonsense of the Cordover TUC decision on non-co-operation with the government.

As Socialist Worker warned in March, “once registration begins the rot will set in. Not only on the right but on the left as well, the cry will be ‘they have registered, we have to do the same in self defence’. 

Since then the ‘left wing’ TGWU Secretary Jack Jones has been hinting that he too may have to register. It won’t stop there. The whole policy of non-co-operation is at stake.

Strategy

This is a far bigger question. It is our money they are after, our money and hard-earned conditions.

It has been clear from the beginning that the Tory strategy hangs on using the trade union bureaucracy plus unemploy- ment to discipline the rank and file. This strategy must not be beaten.

In this season of union conferences, militants have to bring home to delegates what is at stake. The fight for non-reregistration, non-co-operation and united resistance to victimisation is the fight to defend living standards.

In every union the leaders must be forced to resist the Tory offensive or get out and make room for those who will.

Money crisis and Common Market: special articles on page 2

THE POSTAL WORKERS AND THE TORY OFFENSIVE

Paul Foot

Vital reading as the court of inquiry into the post strike is published. A full analysis of the strike and the role of unions and government.

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Monday 17 May
Highcliff Hotel
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Bournemouth, 8pm

Post workers and the Tory offensive
CURRENCY CRISIS: NEW THREATS TO JOBS AND WAGES

by John Palmer

The world capitalist system had another heart attack last week. The patient has suffered a series of these crises in recent months. But last week's was the worst.

In the short run the patient may be bailed out, perhaps as a result of the currency plan agreed by the Common Market countries. But in the longer run the outlook is gloomy.

Capitalism is a system of contradictions. In the wake of World War II, and until recent years, it was possible to get away with this system under control. But they are now emerging more strongly than ever and threatening the stability of the whole system.

The latest developments and the late night meetings of finance ministers and central bankers have little to offer but the problem of slower economic growth, rising unemployment and accelerating inflation.

Deadly threat

Economic stagnation and rising prices threaten the life blood of the whole system.

The crisis faces the world to the same extent. But 30 years of capitalist expansion has brought its share of problems. The world capitalist is now entering the phase of stagnation and instability in one economy is expanding in another.

The worst offender has been the United States. For decades after 1945 the US has been the engine of the expansion of Europe and Japan.

The US economy, however, has been based on the dollar. And the American view is accepted by the European ruling classes because they had no choice. But American economic stability and the stability of the dollar are at the core of the system’s massive involvement in the Common Market. The US dollar’s exchange rate, price stability and expanding wealth of European countries, particularly France, has meant the divestment of the steel giants and the privatization of state-owned enterprises.

But the growth of a nuclear arms race is beginning to sap the profits of the giant steel giants.

Silly boy attack on Jacks

JIM RANKIN’s letter (May 8) refers to Digby Jacks, president-elect of the National Union of Students, as a ‘leftie’ and an ‘opportunist’.

What a silly boy you are, comrades! For many years students have been the nucleus of the movement, and those who take part in the struggle, however small, should be congratulated. But their victory is far from certain.

The fact that the Conservative Party, in the first week of their lives, has been able to send guns to shoot down peaceful students in the Common Market in Ceylon, restricting the movement of labour with the Immigration Bill does not make these measures any more progressive.

Such socialist ideas will be particularly dangerous if the government succeeds in getting into Europe. Then British workers will face the same problems as those of the workers of other countries. Germany, and France. Nothing would please the majority of capitalists more than to have a second-class working class in France and the Italians for their problems and French and Italian workers to blame the British. The ruling classes throughout Europe would be able to portray the movement of labour as a triumph of the British.

The Common Market offers nothing to ordinary workers. But neither does the approach that believes that somehow rule by an independent British ruling class is a better alternative. What is needed is a movement to fight all attacks on workers, inside or outside the Common Market.

As a business operates increasingly on an international scale, so must our fight against it. That means strengthening links between rank and file trade unionists in different countries. Nationalist flag waving can only make the situation worse. The struggle must be international.
As UPW conference meets, only one conclusion can be drawn from recent events:

One law for rich crooks, another for the low paid.

ON THURSDAY 6 May, the newspapers had three important news items for their readers which, when read together, told a lot about the priorities of the Establishment in modern society. They concerned the collapse of the Pinnock Finance Company in 1971, the bankruptcy of the recently-folded Vehicle and General Insurance Company and the report of the committee of inquiry into postmen’s wages.

Pinnock went bankrupt more than four years ago after most of its organisation had been purchased by the Company’s six insolvency inspectors appointed to look into the collapse. The inspectors were appointed under the provisions of the Prevention of Fraud Act of 1956.

Pinnock was a good investment. In the mean- time Mr Wright, who had regarded Pinnock as a good investment. In the meantime Mr Wright, who had been a shareholder in Pinnock, sold away a lot of the shares held by the company, which was not more than six months ago. Mr Wright then sold the shares for £1.

The book of accounts of Mr Wright was still in the hands of the company and he had not paid a cheque for £95 from the company. Mr Wright then asked for the shares to be transferred to him.

Then the company went bust. The total losses to some 2000 investors was £2m. Mr Wright, now a multi-millionaire, is alive and living very well in South America. One accountant in the company is in England. At this stage, the Director of Public Prosecutions, who is continuing to investigate, is still not sure whether Mr Wright has been involved in any criminal activity.

Greedy investors

In 1955, an international crook and swindler, known as Mr Wright, started business in Australia by raising funds for trading companies by the issue of preference shares. Money poured into greedy investors and Mr Wright was able to make a huge profit. In 1959, Mr Wright left Australia and went to South Africa. He made a fortune in South Africa and then returned to Australia in 1967. He was one of the richest men in the country and was appointed to the Board of Directors of the Commonwealth Bank of Australia. He then went to the United States and made even more money. By 1971, Mr Wright had become a multi-millionaire, and he was in his late 60s.

On 6 May, the newspaper reported that Mr Wright had been charged with fraud and assault. The police had detected his involvement in a number of fraudulent schemes and had seized a large amount of money from him. Mr Wright was said to have been living in South America for the past three years.

The police had found that Mr Wright had used his position to make large personal gains. He had used his influence to secure contracts for his own company, and he had used his position to obtain funds for other companies. He had also used his position to influence the company’s directors and officers.

The newspaper reported that Mr Wright had been charged with fraud and assault. He had been accused of using his position to make large personal gains. He had used his influence to secure contracts for his own company, and he had used his position to obtain funds for other companies. He had also used his position to influence the company’s directors and officers.

Dangerous concessions made on productivity

by Steve Mann and Dave Percival, UPW

The merits of the union’s case were undermined, especially when senior management and union for implementation of a new pay packet, which is the case. The audience, mainly Post Office workers, rowed to applaud the committee, so sure were they that the union’s demand for a 13 per cent wage increase and reduction in working hours had been won.

STUNNED

Just a week before the report was officially published, its findings were leaked to the press which reported under such headlines as ‘Post Office staff need a pay rise’. Post Office workers were stunned by the news. Mr Hughes was so depressed by the results that he decided to resign. He had been in the job for a year and a half, and was widely admired.

As expected the committee did not back down, for productivity, the report recommended, on both sides, downhill to 1. An accelerating programme for mechanisation.

2. A comprehensive programme of productivity measures to be agreed between management and union for implementation of a new pay packet, which is the case. A review of all areas outside those covered in the initial period, particularly in collection and delivery.

3. Provision to be made for a new system of link- ing pay with productivity at least based on ‘standard performance’, accurately measured by method- ical standards.

A further ugly intrusion in the major- ity report was the reference to a ‘national interest’. This was not mentioned in the original report of the inquiry and can be seen as another attempt to curtail the workers’ right to negotiate for the state of the economy.

Other trade unions in general and Post Office workers in particular had been very concerned about the possible implications of this decision. The employers had a built-in 2-1 majority, and the workers had no right to make an appeal against the decision.

The only difference in this case is in the way the decision was reached. The employers’ decision was reached without any productivity concessions.
Death at sea: scandal of 'fals of confidence'...

In their quest for bigger profits, giant shipping firms use undermanned ships with incompetently trained crews... quickly as possible.

The report added: The master and his first officer, who had been passing tankers, were seen to be engaged in rowing a boat near the oil tankers before the collision. They were seen to be carrying a flag of convenience, which is a type of flag used by international shipping companies to avoid taxes and regulations.

A British merchant ship, the British Apollo, was hit by the oil tanker on May 17, 1970, in the Straits of Hormuz, causing the deaths of eight crew members and severe damage to the British ship.

The report concluded that the collision was caused by negligence on the part of both the merchant ship and the oil tanker. The master of the oil tanker had failed to maintain a proper lookout and had not kept a proper record of his movements, while the master of the merchant ship had failed to ensure that his crew was adequately trained.

The report recommended that international regulations on shipping safety be strengthened and that ships be required to carry adequate crews with proper training.

I would like more information about the International Socialist Movement...
officers licensed by countries with lax maritime laws

The report also showed that in both vessels there were no proper look-outs and that the radar was not used. According to the Algois, it was hard to see the lights of the Pacific Glory as it was a fair night and the lights of a town on shore were not seen in the radar beam. The report rejected the feasible explanation and reported: "If there were any such difficulty in picking them out as was alleged (which the Board does not accept) the Algois would be exposed to the comment that she had no business in this locality to be bumbling along at over 15 knots."

A

The Board of Inquiry into the collision merely censured the masters and placed them on probation for two years with the threat of 12 months' suspension if any unfavourable reports on their conduct was received during that period. It is likely that the two captains are sailing ships at this moment. The owners of the two vessels, which had been charted by Nau and Bass, were fined. The CY Stylin Shipping Group of Hong Kong was fined the maximum under Liberian law of £558 and the Petroleum Marine Contractors Corporation £250.

In March 1969, eight brave men of the crew of the Scottish longhope lifeboat lost their lives attempting to save a distress call from the Liberian ship Irene. A preliminary investigation into the running aground of the Irene was held in Greece in April 1969 but its contents were not revealed until 29 January 1970. The report said no formal investigation was needed. It was a disturbing conclusion.

The Irene left port with barely enough fuel to reach Norway and 48 hours after dropping the pilot the master asked his agents to say that the vessel was stopped because of lack of fuel. The oil company concerned confirmed that the ship sailed without enough fuel and that the captain would not accept a short delay to get more oil on to the vessel. This was not mentioned in the report.

The master held a Liberian licence but another the Chief Mate, Second Mate and Radio Officer had licences. The report merely states that the Chief Mate "allegedly" held a Greek licence. No mention is made as to whether the Second Mate or the radio officer held any certificates at all. This is of some significance when one realises that the radar direction finder bearings put the ship off the Norwegian coast when she was in fact off the Orkneys. In other words, she was lost.

The report is full of inconsistencies and omissions. It fails to mention whether the radar on board was being used or whether the set was in order or whether any of the officers were trained in its use. The report blames bad weather as the cause of the accident but gives no proper information to substantiate this claim.

It describes how the vessel sighted land at 19.00 hours on 17 March. Shortly afterwards the light of Portland Sherron lighthouse was seen flashing but this could not be identified by anybody on board. The report goes on to say that, after steaming to the north, breakers could be seen at a distance of approximately two miles.

It fails to say why the anchors were not lowered at this alarming stage of events and, presumably referring to a time immediately prior to the grounding, states: "The vessel was so close to shore that it would have been too late to let go the anchors as she would have caught stern on the rocks and been deprived of the use of the propeller." A strange statement when one notes the master's report that the vessel had "run out of fuel." The report concluded that there was no sign of incompetence on the part of the master but in light of possible mistakes of judgment it suspended his Liberian licence for six months.

Most of these vessels, particularly the tankers, are modern and well equipped. But some of them are staffed by poorly trained and inexperienced officers, and untrained crews. According to the 1955 OECD Report on flags of convenience, one of the incentives to ship owners to register in countries such as Liberia and Panama is "relief from high crew standards and consequent operating costs." But some ships registered under such flags are unsafe and a menace to seamen's lives. In 1948 the International Labour Organization noted many of the ships sailing under flags of convenience as being no more than "floating coffins." The situation has improved over the past 30 years but there are still many hazardous vessels.

In January of this year, for example, a ship named the Petros (Liberian registered) and owned by the United Shipping and Trading Co. of Greece left Norway with a cargo of petrol for Castro. The Petros had been declared unserviceable by the Norwegian authorities and invited clearance to sail. It ignored the instruction. Half way across the North Sea it broke down and was towed into Lerwick in the Shetlands. While it was moored there, one of its boilers blew up and the chief engineer was killed.

Many of the ships that are registered under flags of convenience are owned by American and Greek companies. Multi-millionaires like Onassis and Nierche have ships registered in Liberia and Panama. As well as paying no tax and very small registration fees, the shipowners also benefit by paying low wages. Most of the seamen working on their ships are non-union labour.

American companies prefer to register their vessels in other countries in order to avoid paying the high wages and maintaining the correct manning standards that have been negotiated for US ships. As a result, the Liberian fleet is the largest in the world.

The inadequacy of the Liberian government effectively to maintain high safety standards and prevent incompetent masters from exercising authority cannot be totally appreciated just by examining the published reports of Boards of Inquiry. Only a few of these reports are available and there are no figures for a number of disasters. But if you check the annual Lloyd's Register of Shipping, Casualty Returns, statistical proof of these allegations can be found. The figures show the facts about Liberia's safety record. In 1967 Liberia lost 25 ships totalling 215,429 tons as against the UK's 13 out of 18,104 tons.Expressed as a percentage of tonnage lost, Liberia's losses were 0.9 per cent compared to the UK's 0.6 per cent and were the 30th highest in the world. Liberia was exceeded by four countries, three of them recognised as flags of convenience.

In 1969, Liberia lost 16 ships worth £1,484,900 tons or 0.64 per cent of registered tonnage compared to the UK's eight ships worth £1,411,100 tons or 0.06 per cent of tonnage. In the first eight months of 1970, Liberia lost 10 ships worth £61,423 tons compared to the UK's five ships worth £59,931 tons. The full figures for 1970 are not yet available.

The enormous increase in world shipping in recent years has brought the possibility of huge profits to unscrupulous shipowners. But because there is a shortage of trained certified officers, safety has been relegated in importance.

So this year there have been three major disasters in the Channel. On 11 January, the Texaco Caribena (registered in Panama) sank after colliding with the Paranass. Eight members of the Texaco's crew, including the master, were lost. Visibility on that night was one mile.

The next day the Brandenburg struck the submerged wreck of the Texaco Caribena and sank. 20 crew members died.

In the weeks after these two catastrophes, 16 vessels were reported as having ignored the wreck marks until the last moment. One actually sailed through the disaster area and miraculously avoided calamity. But on 27 February, a Greek ship the Niki collided with the other two wrecks and promptly sank. In Britain the danger of poor standards is growing. According to Mr J Shirer, the Assistant General Secretary of the Merchant Navy and Allied Officers Association, only passenger ships in the home trade limits are not at present required to have a single certified officer on board. While there are certain legal requirements for foreign-going ships, he estimates that there are some thousand unlicensed third mates taking their turn at watchkeeping on the bridges.

There have been many discussions and ideas put forward about Channel safety during the past few months. Overwhelmingly, they have concerned themselves with economic problems and the problem of respecting them. Such solutions are clearly irrelevant if many vessels are understaffed, incompetently commanded and registered under flags of convenience.

The growing number of serious disasters at sea and especially in the English Channel has triggered similar problems in other parts of the world. The biggest of these is the Japanese ship the Ocean Pearl, which sank off the coast of Brazil in 1970.

There are many people who have the power to end these threats.

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Relevant

The book is also valuable—and so are all Mr. C. A. M. Smith's biographies—for the picture it gives us of the atmosphere and political climate of the second half of the 17th century. It is a complex picture, with many layers, including the contributions of Cromwell, the Leislerians, and other groups. Mr. C. A. M. Smith's biographies provide a valuable resource for understanding the political landscape of the time.

Making England safe for Cromwell and the Civil War

Third of last articles by NORAH CARLIN

Corruption

A few much-needed reforms were carried out, such as the holding of legal proceedings in English rather than French and capitalist interests were protected by the final abolition of feudal dues and by the Navigation Act. But the troubles were that the committee men were not powerful enough and could not go on raising money by the illegal excise tax, which was the main source of revenue.

In 1658 Cromwell divided England into twelve counties and appointed a Major-General in charge of each. This only drew attention to how much the government was based on military power.

Finally, in 1657, Cromwell offered the title of King. He refused it, but accepted a very similar position, with the right to nominate his own successor (his son), to choose his own councilors, to call and dismiss parliaments.

Lesson

This pleased nobody. It meant, in effect, a new royal rule, and there was a strong movement in favour of restoring the old one. To the army, who had supported Cromwell in power, it was a setback. To the common people, it made little difference.

Oliver Cromwell was, as we have had in mind, a radical who was against the aristocracy, the monopolies, and the privileges. His government was based on military power, and the army was a powerful force.

The abolition of certain courts had taken away the king's power to interfere with local government and to impose uniformity on the church, and he could no longer use monopoles as a means to control trade and industry. Shortly after the Restoration, acts for putting down popular unrest and restricting the movement of people passed.

As Christopher Hill summed it up: in a previous work, "at the Restoration Britain inherited the church," the king ahead was clear for building capitalism in town and countryside.

After the flags have changed

IT IS difficult for many Western socialists to fully appreciate the total and disastrous effects that colonialism had on the countries of Africa, Asia and Latin America. Everybody is aware of the cold statistics, the economic and financial measurements, but these give only the scantiest of outlines for judging the overwhelming tragedy to the imperialism.

The most important quality of David Caute's brilliant novel The Decline of British Power is that it penetrates history at 60pp to see how this goes on. The book revolves around the adventures of a fictional African country that is a rough model of the liberation of Algeria, Ghana and the Congo.

In this cabal of private obsessions and public power games, Caute is able to illustrate the distort ing and preventing effects that colonialism has had in the heyday of imperial power.

Unmatched

At one level, The Decline of the West is a fictional representation of the politics of so-called 'independence' and after. But it is much more than this, for Caute has succeeded in also laying bare the attitudes and mentalities of the individual servants and pawns of colonialism in a manner quite unmatched in modern literature.

Particularly impressive and convincing is Caute's portrait of the fascist Laval, obsessed by national pride and personal power. The book is a model of its genre. It is a notoriously difficult kind of character to portray, and Caute has been successful in this task. The result is a work that will be enjoyable to everyone, especially to those who are interested in the subject of colonialism.

There is much, much more well-the role of British finance and American diplomacy in fostering revolt in black Africa, the sexual tensions involved in the fairly common situation of black male students and white female sympathizers and the personal dilemmas of the veteran imperialist African leaders.

Staggering

In short, the Decline of the West is a remarkably ambitious English novel of the last decade. Inevitably within such a gigantic effort there are portraits and evocations that strike the reader as exaggerated and implausible. But what is staggering is not these few fallibilities but Caute's massive success in communicating the spirit and danger of the independence Africa. Rarely has there been a novel so redolent of the whole flavour of life in a new country.

One of the requirements of a revolutionary literature is the ability to expose the bankruptcy of the ruling class in terms of both ideas and actions. The Decline of the West does this quite magnificently and should be required reading for all socialists.

Martin Tomkinson

A.N. POLICY to the Bank Organisa tion. Two weeks ago, detailing the handouts from big business to the Tory Party, we suggested that Bank was out of love with the true blue party as it had not donated to party funds last year.

We jumped the gun. Bank has just published figures until October 1979 that show that the massive sum of £50,000 was given to the Tories in an extended financial year of 70 weeks. This is the biggest donation on record. The previous highest was £33,000 from Guest Keen and Netfield in 1949.

Bank's interests include cinema, television, bingo, radio and TV sets and photocopying equipment, plus its giant share of the bread industry. It is clearly not browed off with the Tories, as we suggested, but generously in love with them. Must be that Heath and co are pursuing policies that appeal to vast combined like Bank.

Just to complete the record, Bank chairman John Lavitt gives £47,500 a year. We refuse to indulge in any twitful pun about the 'bread' industry.

LORD GEORGE-BROWN arrived in Johannesburg on Sunday to start a South African business trip. As Wilson's grisly memoirs have shown, Brown was the most eager member of the Labour cabinet to ish out the 'No arms for South Africa' principle. Now we know why.

Ammunition

USEFUL ammunition in discussions about the 'inflationary' nature of wage increases. Labour Research has produced figures to show what happens to a 15 per cent improvement in the worker's pay.

Suppose he is a married man with two children earning £28 a week and he gets an increase of £4.20-15 per cent. Income tax at 30.14 per cent will take £1.26 of the increase and graduated national insurance contributions £4.35 per cent will take a total 34.9 per cent of wage increase up to £40.

After 20 September, therefore, income tax (30.14 per cent) and insurance contributions (4.35 per cent) will take a total 34.9 per cent of wage increase up to £40.

The average increase spread over the whole year is higher than this. But from 20 September the sharp increase in graduated national insurance contributions will affect particularly all those earning £20 and £60 a week. The rate will rise from 3.25 per cent to 4.35 per cent on earnings between £15 and £30 and the existing ceiling of £30 will be lifted to £40.

And, says Labour Research, a major scandal of the whole system is that the director getting £30,000 a year pays no more national insurance contribution than a £200 a year man.

Tabbed

THE NEWS that a young woman had affiliated her cat to the Young Liberals brought an indignant letter to (where else?) the Daily Telegraph. It was, said the writer, a betrayal of a cat's most cherished principles.

"Anyone who knows and admires cats as I do must realize that they are all Conservatives. All cats are strong supporters of private enterprise, most incline towards the right of the party and I suspect that many of them are already affiliated to the Monday Club."

It is rather nonsense. The Monday Club led the campaign for the abolition of cheap welfare milk. No self respecting moggy would go along with a crowd like that.

David East
Victory for Dundee women

by John Clossick

DUNDEE - after 10 weeks on strike over a bonus scheme, 42 women workers at the medical supplies firm of Hoag and Powell have won a magnificent victory - in spite of the poor support from their union, the General and Municipal Workers.

The management, filled with the factory with scab labour but have now accepted in principle that all the women will be reinstated. No final date has been fixed for a complete return.

The sudden victory came last Friday night after a meeting between the manager, a GMMU official and George Thompson, MP for Dundee and a former Labour cabinet minister. But the firm's surrender was due to internal developments in the factory and the efforts and fighting spirit of the women picking the grapes in large numbers.

The women make surgical rubber gloves. By last Friday, more than 50,000 pairs had been returned from London because of faulty workmanship by the scabs. The firm also said that a number of scabs giving up the job because of bad work and low pay, forced the management's hand. They had to give in for economic reasons.

The victory is a magnificent example of how experienced workers can maintain their profits.

The workers have won not for their own union but for the women. Just two hours before the strike was called, the management and Thompson, the GMMU, told the women there would be no more work until they were rehired. The victory is doubly magnificent - a victory for the women workers in general as well as the country's women in the industrial and political struggles.

TGWU conference call for strike on Bill

DEMANDS for tough industrial action against the Industrial Relations Bill will be voiced at the annual conference of the LCC and Transport and General Workers Union in July. The agenda for the conference shows that one branch is in favour of a general strike against the Bill while another calls for a 'prolonged strike' of all the union's members.

The executive's own motion on the Bill restricts itself to calling for the repeal of the legislation by a future Labour government. The motion is a reaction to the worst working conditions and a ban on productivity bonuses and short-time working.

Sack for metal workers to boost firm's profits

MANAGEMENT of Enfield Rolling Mills, North London, are using the excuse that the firm is an 'unprofitable' part of the Delta Metal group, to sack 50 staff workers and 20 maintenance workers. Among the workers facing the sack are one shop stewards and four members of the shop stewards' and technicians' union, who recently led a strike for a wage increase.

Part of a letter to all the workers explaining the redundancies, says:

"Your board is determined that this factory should be as well organised and as efficient as its competitors so that it will be able to achieve a prosperity in which everyone will be able to share."

Profits for Delta Metal in 1976 were £16,103,000. The chairman, the East of Ireland, was paid £30,000 and the company gave £1,000 to the Tory Party. At the time there were no campaign against the sackings at Enfield Rolling Mills and the unions were silent.

NUR takes 9% LEADERS of the National Union of Rail, wp, 10 on Tuesday accepted a final 9 per cent pay offer from British Rail. The original NUR claim was for 25 per cent and the 9 per cent will amount to an actual raise of railworkers' living standards with the cost of living rising by 10 per cent a year.

The British Rail offer will be considered by all unions with members in the industry this week. Meanwhile, the rail unions have lodged claims of up to 25 per cent for their members working on London Transport, but the board of the NUR on the national wage claim will strengthen the employers' hands in restricting any increase to the same 9 per cent.

HARLOW: 380 AEI workers got a pay offer last week that all of the 380 workers would lose their jobs because of lack of orders.

The factory already lost 200 workers three years ago when AEI was taken over by the giant GEC combine.

The latest shock news comes at a time when the 'model' Essex new town has all of the high level of unemployment and when a number of firms in the town are facing further redundancies.

AEI workers in Harlow are planning to fight the sackings along with other local trade unions. They are refusing to discuss the details of the redundancies with the management and have blacked a number of work other to other firms in the GEC AEI combine.

They are organising protest marches, meetings and other methods of fighting the redundancies. The Harlow Action Committee and the local trade union movement are discussing how to fight the growing unemployement in the town and how to organise the workers.

NOTICES

WANTED: Flyer distribution/club sales manager for new dance night at London Dance. Applications from members of the entertainment business welcome. Send your name and address to: H H EARN, 34, 20 High Street, Hove, Sussex BN3 1DH.


PALESTINE Solidarity Campaign: meet and talk to US Embassy, Israel Embassy, Credit Suisse-First Boston Embassies. Saturday, 18 May. Earlham Road, London N6. 1st May, 8.30 p.m. Fred Halliday and Stephen Morris introduce.

INTRODUCTION to Marxism, series of meetings by Duncan Hall, this Sunday. 6 Gardens, E1.

LONDON: Greenpeace Society meeting, Sunday, 16 May, 6.30 p.m. at 6 Gardens, E1.

ACTIVIST: Roger Price on the Millennium Cross, 27 February, Main Hall, Greenpeace, High Road, London N1.

WONGSWICH: Public meeting Michael Davie, Thursday, 7 May, St Mary's Church, Richmond Rd, Wigan, 8.30 p.m.


MASS MEETING of magazine journalists employed by the Christmas List corporation - the Mirror group - at Tuesday 21 May. For strike action following the latest management offer to their pay claim.

Their negotiations have asked for £6.50 a year more than the basic rate. The management's first offer was just £4.50, increased on Tuesday to £145 or £200 on the existing rates of £155 and £300.

The call for strike action will go to the executive of the National Union of Journalists for meeting this weekend.

Bill MacGregor, a militant member of the NUJ executive and an IPC negotiator, told Socialist Worker: 'There may be that IPC are prepared to talk on, relying on the traditional apology of white collar workers and journalists' loyalty to their papers. They are making no formal commitment.

There is growing military among journalists who are reported to want to get and ready to suffer all trade unionists. Quite simply this means that workers should not ask or expect its for higher worth and not offer to concede them. Both the Tories and Labour are united in the aim of cutting workers' wages and profits.

Many workers have already suffered from this policy. The present, for example, has been told they can have no more than 9 per cent even though this is less than last year's rise in the cost of living.

But all trade unionists are suffering, big business is doing well. A number of firms have announced improved profits recently. They include:

- HOVE: first quarter 1971, profits up to £2,840,000 against £2,870,000 in 1970.
- DUNHAM: first quarter 1971 profits up to £1,002,179 against £754,804 the year before. Dividend up 10 per cent.
- AUTOMOTIVE PRODUCTS: 1971 profits up to £428,814 against £397,312 for 1969. Dividend up 12 per cent.
- HAVAM: first quarter profits up to £9,650,000 against £4,070,000 for 1969. Dividend up 12 per cent.

BURTON (tailors): last six months profits increased to £11,842,000 against £3,742,000.

STAND FIRM

And in the midst of all these profit increases, the employers are preparing to 'improve' the terms and conditions of their workers. This is not good news for the large number of workers who were recently laid off.

The purpose of this policy is not to have more workers. But to increase the wealth of the tiny minority who govern us.

And several workers get less that 315 a week as a basic wage. At an auction in Kent last week, a record price was paid for camphor. 12 bottles of one vintage were bought for £210 while a single bottle of another brand brought £20.

For a quarter and a half of the society.

So much for the trade union industry. The truth is that all sections of workers should redouble their efforts to win substantial increases from the profit-hungry bosses.