# £1,000 August Appeal Fund stands at **£540 3s 3d** five days

YESTERDAY'S post brought us £33 0s 0d, which gives a total for the fund of £540

We very much appreciate by our readers for the paper. However, the con-stant attacks by the Tories against the working class leave us no room for com-

We have only five days left to raise the outstanding amount of £459 16s 9d. Don't leave it until the weekend—send your dona-

Workers Press, Appeal Fund, Clapham High Street, London, SW4.

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Workers in the big car plants

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tors in the boardrooms

whom these press lords

The press campaign against 'anarchy' and 'bloody-

'anarchy' and 'bloody-mindedness' ('The Times')

stems from a very funda-

mental crisis for the ruling

class, and is part of their

preparation against the whole working class. But the working class they must

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What we think

# British labour must act against

# US-Kremlin carve-up

# of Cambodia

BY ROBERT BLACK

RICHARD NIXON has given the US air force a blank cheque to bomb the Cambodian people into submission.

Pentagon official Daniel Henkin, announcing the decision, said: 'US air operations are designed to interdict enemy supplies and manpower that could pose a

threat to the lives of US and allied personnel in

#### Vietnam . . .' Military spokesmen admit this formulation can be used to cover any bombing raid on Cambodia

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Deposed

The result was the CIA-

inspired coup of March 16, which deposed Sihanouk and

installed the anti-communist,

But the Cambodian people fought back. Within weeks,

and despite the most hor-

rible massacres perpetrated by the Lon Nol regime on

the Vietnamese minority in Cambodia, the CIA puppets

were driven back into their

where they have remained

Nixon's attack did not go

From Liverpool and Italy to

Australia, workers struck against his war, despite the stubborn refusal of the Stalinists to mobilize the working class for such action.

**Butchers** 

Like the British Stalinists,

When Sihanouk formed his

government-in-exile, the Krem-

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Phnom Penh. 23 countries have

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The Soviet Union, to-gether with its Warsaw Pact allies, is still not among

The counter-revolutionary support given to the pro-US regime by Stalinism has never

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The latest of these visits

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NOTHING BETTER illustrates the anarchy of the capitalist mode of production, and its inability to provide even the elementary right to a job, than the British motor-car industry. as well as Laos and Vietnam. Already the rate of US bombing raids on Cambodia this round would be to miss

employers' offensive. What is the alternative? is rising ominously. 80 sorties are now being flown daily, which is double the rate of a There must be an all-out fight for the right of every worker to keep his job. This few weeks ago. Vice-President Agnew's current tour of pro-US puppet regimes in SE Asia has as its central purpose the co-ordination of a strategy to will mean bitter struggles with the motor-car giants for control of the factories, a fight which can only be

directed to the nationalization of these companies check the national liberation struggle in Indo-China. without compensation and US imperialism, after sufferunder workers' control. ing a long string of reverses in S Vietnam and Laos at the hands of the guerrilla movement, decided last March to secure its flanks by over-throwing the 'neutralist' Sihanouk government Cambodia, which allowed the

# 'Liquidate'

the whole meaning of the

THE GREATEST future for rotskyism is to liquidate itself into a mass revolu-tionary movement, leading revisionist Robert Pennington told the 60 assorted members and supporters of the International Marxist Group who mustered at the Conway Hall last Friday evening.

'We don't particularly want to be Trotskyists. The conto be part of building a mass communist movement.

The meeting, called allegedly to commemorate the 30th anniversary of Trotsky's assassination, mounted a concentrated attack everything Trotsky fought

'If we were to apply certain parts of the transitional programme today,' Pennington said, 'we'd be out of our minds. The programme was drawn up in period of chronic unemployment. It would be absurd for example to call today for a sliding scale of wages.'

When he wrote the Transitional Programme, Trotsky made a mistake in saying that there would be an economic crisis after the

war. The SLL has never stopped looking for it. Every time someone sneezes on Wall Street, they say "My God, there's a slump".'

Pennington, cynically intro-duced by chairman Robert Purdy as 'an old Trotskyist that means he's been around longer than I have', spoke from the same plat-form as 'New Left Review' and 'Red Mole' editor Robin Blackburn and leading Pabloite P. Jordan. It is no accident that Black-

All Trades Unions Alliance Conference

● PAGE FOUR COL. 9 →

# **MINERS**

Sunday, September 6 Danum Hotel High St **DONCASTER** 

FOR FURTHER DETAILS WRITE TO: T. PARSONS, 61 DERWENT DRIVE, FERRY FRYSTON, NR

#### 

planned for next month, is one such undertaking. recognizes Sihanouk government. Yet will these trade union leaders demand that the Soviet and East European governments follow N Vietnam's lead?

Unless the delegation makes this demand before its departure, the visit can and will be used to provide a cover for the Stalinist strategy of betraying the Cambodians to imperialism. A public call for Soviet re-cognition of Sihanouk will expose this plan before millions of workers. The Sihanouk government

now controls more than two-thirds of Cambodia. Yet still the 'Star' glosses over the recent incident at the Cambodian embassy in Prague: where a group of pro-Sihanouk students, after taking over the building in the name of the exiled government, have been subjected to police provocations and attempts to starve them out of the

embassy.
The Kremlin, working capitalist through the Arab capitalist class, has succeeded in temporarily disrupting the struggle of the Palestinians for selfdetermination. This it did with the open approval

# Hammer-blows

Now, in yesterday's 'Star', Woddis insists that a similar deal be fixed for Indo-China. Nixon's decision to step up bombing raids on Cambodia the preparation for just

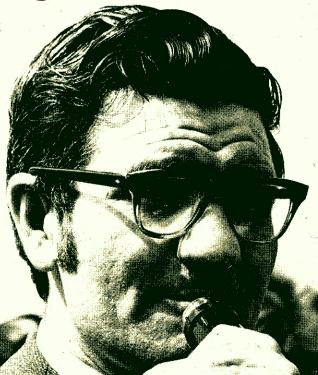
With the Lon Nol regime The Zionist terror-bombing doomed without external aid, Nixon launched his May 1 raids on Egyption workers and children were the hammer-blows that US and Saigon troops blazed to drive Nasser, the same trail of pillage, burning, looting, killing and already under Soviet pressure, to the conference table with mass terror that has been inon the Vietnamese people for the last quarter of

The Arab people wanted to

Nasser chose to capitulate. Doubtless, Nixon and the Kremlin hope the same strategy will bring results in SE Asia, that cauldron of struggle for national liberation and socialism.

But they have under-estimated the fighting spirit PAGE FOUR COL. 9

# Seamen back glassworkers



Rank-and-file secretary John Potter appealing for Mersey

SUPPORT for the sacked glassworkers at Pilkington's St Helens factories came yesterday from the Liverpool branch of the National Union of Seamen which passed the following resolution:

'We, the members of the Liverpool branch of the National Union of Seamen, advise our members not to sign articles on ships carrying Pilkington's glass until the sacked men are reinstated.'

'This is a magnificent gesture from the seamen,' Gerry Caughey, chairman of the Pilkington rank-and-file committee, commented yesterday.

'Every trade union should reach this decision — because any trade union will be penalized themselves if they stand by while workers are sacked for going on strike.'

# Wall's strike

2,000 workers at Wall's Atlas Rd factory in London went on strike yesterday after voting to strike every Tuesday until the company stops using the wages computer which has been in operation for the



# Dangers ahead for Rolls draughtsmen

COVENTRY Rolls-Royce joint shop stewards' committee is meeting today to discuss support for the 1,000 design and technical staff who have been locked out by the management over the

This is the first full meeting of the stewards on this issue and the Draughtsmen's and Allied Technicians' strike committee are asking for support by the 'blacking' of material which would have been used by DATA members and by forming a second line of pickets to enforce this.

In addition a joint statement will be issued on the implications of the dispute for the whole combine. DATA members are holding

# RUC ahead PREPARATIONS by right-

Rearming of

wing Unionists to step up repressions against the Ulster working class advanced yesterday with the announcement that a committee is being set up to advise on the 'supply, use and availability of arms' to the Royal Ulster Constabulary.

This move follows demands from the RUC for all officers to be rearmed.

The committee is supposedly to advise on the type of arms, 'the circumstances under which police would be justified in using them and the location of armouries' not to decide on the actual rearming.

But why establish an advisory body unless it is to plan action?

The Hunt Report last Nov-ember recommended the RUC should no longer carry arms in principle and in normal practice', whatever this meant. All those like the Irish Stalinists who welcomed the this transparent fraud are now shown to have greased the slipway for repression in

They chose to ignore the Hunt recommendation that arms should be readily available to police in cases of emergency—the provision now endorsed by the N Ireland government.

These moves towards re-arming the RUC form a backdrop to the sordid manoeuvres of Gerard Fitt MP and his 'united opposition' in Stormont-the new Socialist and Democratic Labour Party.

Yesterday it was announced had been expelled from the Republican Labour Party.

past seven weeks.

BY MARTIN ZARROP

a mass meeting later this morning and a demonstration to the town centre. staff members have been locked out since July 14 following a work-to-rule over their claim for 'a substantial wage increase'-around £5 a week. The company has refused to move from its offer of 7 per cent: an increase of £2 15s for those between 21 and 25 and £2 5s for older

# PROFITS DROP

With the company facing acute economic problems the implications of the lock-out go far beyond the confines of

Despite the Labour govern ment's £20 million financial transfusion, Rolls-Royce profits have dropped disastrously and there is a strong possibility of their losing Lockheed's order for the RB-211 engine-which has already cost over £100 million to develop.

Opposition to DATA's claim

has therefore been stiff, and the company are insisting that any increase is restricted to Coventry and not extended throughout the combine. Strike committee chairman Dick Jones told Workers Press:

'We are the only section of the plant that has not accepted productivity "strings" We are just not interested. 'The company's financial position is obviously causing

them concern.
'Their policy was determined before the election and they are determined this year to get strings that will bite. It's part of a wider attack on the trade union movement and not a parochial DATA wages issue.' Jones supports the DATA's

● PAGE FOUR COL. 1 →

Palestine guerrilla movement in danger

# **US** threat to force M-East

EVEN EARLIER than expected, talks began yesterday between United Nations 'mediator' Gunnar Jarring and Israeli, Jordanian and Egyptian representatives in New

All the Israeli objections on the level of representation and venue miraculously dissolved over the weekend.

Fulbright, chairman of the Senate Foreign Relations Committee, indicated the type of

settlement to be expected. He called for a US-Israel treaty to underwrite any agreement reached by the talks at the UN. This would guarantee the security and independence of Israel, 'within the borders of 1967'.

The UN settlement might

have to be imposed by force, says Senator Fulbright.

Thus, acceptance of the US

'peace talks' by Nasser, under pressure by the Soviet leaders, opens the way for the imperialists to force Arab agreement to the permanent occupation of Palestine by Zionism.

It is in the context that the situation of the Arab guerrilla movement must be seen. Mainly based in Jordan,

the groups now face destruc-tion by the Arab leaders backed by imperialism and the Moscow bureaucrats. King Hussein of Jordan returned home on Monday after three days of talks with Nasser. The issue discussed was clearly the fate of the guerrillas in Amman.

Hussein took with him Nabulsi, the chairman of the National Block, and leader of exiled Palestine bourgeoisie. The object was to prevent any opposition from this quarter to Hussein taking action against the guerrillas. At this stage, Nasser and Hussein want to avoid a clash

with the guerrillas.
As Hussein returned to Amman on Monday, Yasser Arafat, leader of Al Fatah, arrived in Cairo for discussions with Egyptian officials. This was his first meeting with Egyptian leaders since their acceptance of the Rogers plan on July 23.

# TAKE OVER

There is now speculation, both in Israel and in Amman, of an American scheme to ditch Hussein and allow Fatah to take over Jordan. This could be the basis for a settlement of the Palestine refugees, leaving the entire West bank of the Jordan to the Zionists. Saturday's issue of Sharara', journal of the Popular Front for the Liberation of Palestine, stated that the Jordan government had discussed such plans with the old Jordanian leader Nusseibeh. Arafat later described the report as a 'soap bubble'.

Interviewed at the week-

end, the Israeli ambassador in

Washington, Yitzchak Rabin, said: 'We should not be surprised if the United States recognized the existence of the Palestinian element and takes it into account even in

BY JOHN CRAWFORD

its contacts.
'The United States is sitting at a negotiating table — if I may use that term — with a Fatah which is killing Americans; with the Vietcong. If the Americans are prepared to accept that, we should not be surprised if they are prepared to accept a Fatah which is killing Israelis.'

Meanwhile, Amman is surrounded by the 'special units' of the US-financed Jordan

## **CLASHED**

These were the forces engaged in clashes with the guerrillas in June. At the same ime, Nasser has been arresting Iraqi officials in Cairo. The latest Egyptian diatribe

accuses the Iraqis of working secretly with the British— presumably against the US. The Iraqi regime, which rejects the plan and has used Nasser's open betrayal to strengthen its own position in

Jordan, can turn just as quickly against the guerrillas. Despite its 'left' and antiimperialist propaganda, it has a record of bitter anti-communist persecution at home. Its Ba'athist ideology has nothing in common with revo-

lutionary Marxism. The guerrilla leaders have been unable to prepare for the grim situation in which the Palestine liberation move-ment now finds itself.

When the fighting in Amman ended with an agreement between the guerrillas and Hussein in June, it was clear that the threat remained so long as Hussein's regime survived. But Arafat declared that there would be no interference in Jordan's 'internal

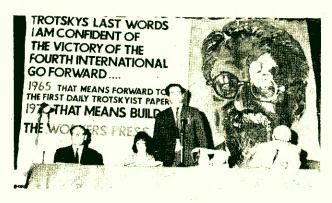
nounced the US plan as a plot against the Palestine people, Arafat still tries to leave a loophole for the reestablishment of Egyptian aid in the event of the negotiations breaking down. So long as the struggle of the Arab masses against im-

Now, having correctly de-

perialism remains within the bounds of nationalism and democracy, it is threatened with defeat and betrayal.

 In tomorrow's Workers Press, a member of our foreign news staff interviews a member of the Communist Party of Iraq (Revolutionary Group) recently arrived in this country after first-hand experience the guerrilla movement

# Trotsky Memorial Lectures



# Monday, 14 September

'Trotsky's struggle against Stalinism'

# Monday, 21 September

'Trotsky's fight against revisionism' BEAVER HALL

> GARLICK HILL Near Mansion House tube

Admission 2s

Both lectures given by G. HEALY (SLL national secretary)

# Stalinist calls for 'pressure' on Tories A FEATURE by lack

Woddis in vesterday's 'Morning Star', headed 'New prospects for peace and sanity', calls for trade unionists to concentrate on persuading the Tories to change

Morning Star', nor any of its their foreign policies. other publications.
Instead, the impression is Welcoming the many diplomatic deals being cooked up between the Soviet government and the British CP support the Cambodian bureaucracy and imperial-ism, Woddis deplores the negative role being played people and their guerrilla To further this deception, in them by the British govmaximum publicity is given ernment. to the various trade union and

He concludes: 'The rearticles by Sam Russell

BY A CORRESPONDENT

the "Morning Star" has served to bring home to the British people the immense sacrifices being made by the people of Vietnam, and the need to step up the campaign here to make the British government cease its support for the US aggression and to compel the withdrawal of all US forces.

'Sanity' 'A new opportunity will be presented when the im-

portant British trade union delegation to Vietnam, due to leave Britain next month, returns here and reports on

'European security, the

'In two weeks' time, at

Applauds US

He applauds the US moves to settle the Palestine question — by guaranteeing the Zionist occupation for

each of these issues the British government must be forced to abandon its obstructive role and throw its weight on the side of sanity and peace.

this year's Trade Union Congress, Britain's trade unionists can make a decisive stand for peace by speaking out for a complete change in British foreign policy.' (Our emphasis.)

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Vietnam. Already the rate of US bombing raids on Cambodia is rising ominously. 80 sorties are now being flown daily, which is double the rate of a

few weeks ago.
Vice-President Agnew's current tour of pro-US puppet regimes in SE Asia has as its central purpose the co-ordination of a strategy to check the national liberation struggle in Indo-China.

US imperialism, after suffering a long string of reverses in S Vietnam and Laos at the hands of the guerrilla movement, decided last March to by overthe 'neutralist' Sihanouk government in Cambodia, which allowed the liberation operate on Cambodian ter-

The result was the CIA-inspired coup of March 16, which deposed Sihanouk and

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COVENTRY Rolls-Royce joint shop stewards' committee is meeting today to discuss support for the 1,000 design and technical staff who have been locked out by the management over the past seven weeks.

This is the first full meeting of the stewards on this issue and the Draughtsmen's and Allied Technicians' strike committee are asking for support by the 'blacking' of material which would have been used by DATA members and by forming a second line of pickets to enforce this.

In addition a joint statement will be issued on the implications of the dispute for the whole combine. DATA members are holding

## BY MARTIN ZARROP a mass meeting later this

Rearming of

RUC ahead

PREPARATIONS by right-wing Unionists to step up repressions against the Ulster

working class advanced yes-terday with the announcement that a committee is being set

up to advise on the 'supply,

use and availability of arms' to the Royal Ulster Con-

This move follows demands from the RUC for all officers to be rearmed.

The committee is suppos-

edly to advise on the type of arms, 'the circumstances

under which police would be justified in using them and

the location of armouries'-

yet not to decide on the

But why establish an advisory body unless it is to plan action?

The Hunt Report last Nov-

ember recommended the RUC

should no longer carry arms

in principle and in normal

practice', whatever this meant.

All those like the Irish Stalinists who welcomed the

this transparent fraud are

now shown to have greased

the slipway for repression in

They chose to ignore the Hunt recommendation that

that Fitt and Paddy Wilson

had been expelled from the Republican Labour Party.

actual rearming.

morning and a demonstration to the town centre.

The staff members have been locked out since July 14 following a work-to-rule over their claim for 'a substantial wage increase'—around £5 a week. The company has refused to move from its offer of 7 per cent: an increase of £2 15s for those between 21 and 25 and £2 5s for older

# PROFITS DROP

With the company facing acute economic problems the implications of the lock-out go far beyond the confines of

Despite the Labour government's £20 million financial transfusion, Rolls-Royce profits have dropped disastrously and there is a strong possibility of their losing Lockheed's order for the RB-211 engine-which has already cost over £100 million to develop.

Opposition to DATA's claim has therefore been stiff, and the company are insisting that any increase is restricted to Coventry and not extended throughout the combine. Strike committee chairman Dick Jones told Workers Press:

We are the only section of the plant that has not accepted productivity "strings". We are just not interested 'The company's financial position is obviously causing

them concern.
'Their policy was determined before the election and they are determined this year to get strings that will bite. It's part of a wider attack on the trade union movement, and not a parochial DATA

Jones supports the DATA's ● PAGE FOUR COL. 1 →

wages issue.

Palestine guerrilla movement in danger

# force M-East

EVEN EARLIER than expected, talks began yesterday between United Nations 'mediator' Gunnar Jarring and Israeli, Jordanian and Egyptian representatives in New York.

All the Israeli objections on the level of representation and venue miraculously dissolved over the weekend.

Fulbright, chairman of the Senate Foreign Relations Committee, indicated the type of settlement to be expected. He called for a US-Israel treaty to underwrite any agreement reached by the talks at the UN. This would guarantee the security and in-dependence of Israel, 'within

the borders of 1967'.

The UN settlement might have to be imposed by force,

says Senator Fulbright.

Thus, acceptance of the US 'peace talks' by Nasser, under pressure by the Soviet leaders, opens the way for the imperialists to force Arab agreement to the permanent occupation of Palestine by It is in the context that the

situation of the Arab guerrilla movement must be seen. Mainly based in Jordan, the groups now face destruc-tion by the Arab leaders backed by imperialism and the Moscow bureaucrats. King Hussein of Jordan returned home on Monday after three days of talks with Nasser. The issue discussed

clearly the fate of the guerrillas in Amman. Hussein took with Nabulsi, the chairman of the National Block, and leader of the exiled Palestine bourgeoisie. The object was to prevent any opposition from At this stage, Nasser and

this quarter to Hussein taking action against the guerrillas. Hussein want to avoid a clash with the guerrillas.

As Hussein returned to Amman on Monday, Yasser Arafat, leader of Al Fatah, arrived in Cairo for discus-

sions with Egyptian officials. This was his first meeting with Egyptian leaders since their acceptance of the Rogers plan on July 23.

#### TAKE OVER There is now speculation,

both in Israel and in Amman, of an American scheme to ditch Hussein and allow Fatah to take over Jordan. This could be the basis for a settlement of the Palestine refugees. leaving the entire West bank of the Jordan to the Zionists. Saturday's issue of 'Al Sharara', journal of the Popular Front for the Liberation of Palestine, stated that the Jordan government had discussed such plans with the old Jordanian leader Nusseibeh. Arafat later described the report as a 'soap bubble'.

Interviewed at the weekend, the Israeli ambassador in Washington, Yitzchak Rabin, said: 'We should not be surprised if the United States recognized the existence of the Palestinian element and takes it into account even in its contacts.

BY JOHN CRAWFORD

'The United States is sitting at a negotiating table — if I may use that term — with a Fatah which is killing Americans; with the Vietcong. If the Americans are prepared to accept that, we should not be surprised if they are prepared to accept a Fatah which is killing İsraelis.'

Meanwhile, Amman is sur-rounded by the 'special units' of the US-financed Jordan

#### **CLASHED**

These were the forces engaged in clashes with the guerrillas in June. At the same time, Nasser has been arresting Iraqi officials in Cairo. The latest Egyptian diatribe accuses the Iraqis of working secretly with the British-presumably against the US.

The Iraqi regime, which rejects the plan and has used Nasser's open betrayal to strengthen its own position in Jordan, can turn just as quickly against the guerrillas. Despite its 'left' and antiimperialist propaganda, it has a record of bitter anti-communist persecution at home. Its Ba'athist ideology has nothing in common with revolutionary Marxism.

The guerrilla leaders have been unable to prepare for the grim situation in which the Palestine liberation move-

ment now finds itself. When the fighting in Amman ended with an agreement be-tween the guerrillas and Hussein in June, it was clear that the threat remained so long as Hussein's regime survived. But Arafat declared that there would be no interference in Jordan's 'internal

Now, having correctly denounced the US plan as a plot against the Palestine people, Arafat still tries to leave a loophole for the re-establishment of Egyptian aid in the event of the negotiations breaking down.

So long as the struggle of the Arab masses against imperialism remains within the bounds of nationalism and democracy, it is threatened with defeat and betrayal.

● In tomorrow's Workers Press, a member of our foreign news staff interviews a member of the Communist Party of Iraq (Revolutionary Group) recently arrived in this country after first-hand experience of the guaratte

# Trotsky Memorial Lectures



Monday, 14 September

'Trotsky's struggle against Stalinism'

Monday, 21 September

'Trotsky's fight against revisionism' BEAVER HALL

> GARLICK HILL Near Mansion House tube

Both lectures given by G. HEALY (SLL national secretary)

Starts 8 p.m.

# Stalinist calls for 'pressure' on Tories A FEATURE by lack BY A CORRESPONDENT

Woddis in yesterday's 'Morning Star', headed 'New prospects for peace and sanity', calls for trade unionists to concentrate on persuading the Tories to change their foreign policies.

Welcoming the many diplomatic deals being cooked up between the Soviet bureaucracy and imperialism, Woddis deplores the negative role being played in them by the British government. He concludes: 'The re-

cent moving series of articles by Sam Russell in

the "Morning Star" has

served to bring home to the British people the immense sacrifices being made by the people of Vietnam, and the need to step up the cam-British government cease its support for the US aggression and to compel the withdrawal of all US forces.

**'**Sanity' 'A new opportunity will

be presented when the important British trade union delegation to Vietnam, due to leave Britain next month, returns here and reports on

'European security, the

British government must be forced to abandon its obweight on the side of sanity and peace. 'In two weeks' time, at

this year's Trade Union Congress, Britain's trade unionists can make a decisive stand for peace by speaking out for a complete change in British foreign policy.' (Our emphasis.)

Applauds US He applauds the US

moves to settle the Palestine question — by guaranteeing the Zionist occupation for

'The Soviet Union has PAGE FOUR COL. 7

# From a Special Correspondent

# **AIRLINE WAR MEANS** GLOONY PROSPECTS FOR CONCORDE

JUST BEFORE the General Election, Labour Technology Minister Anthony Wedgwood Benn lectured shop stewards at the British Aircraft Corporation's Filton works on the escalating costs of the Concorde Anglo-French supersonic transport aircraft.

The story was picked up by a local newspaper and exaggerated to a point where it seemed Labour was dedicated to cancelling the project; with the only hope for its continuation was a Conservative government.

Most workers are aware of the none-too-subtle exertions of the Tory press on behalf of its friends, but the fact remains that Concorde's future -and that of the 25,000 workers employed in its production - is no more certain than any other long-term, large-scale project undertaken by capitalist enterprise.

Its viability, in other words, depends not just on ability to perform to design specifications — and even that seems unlikely-but on the future development of international capitalism; in particular the ability of European aircraft manufacturers and airlines to survive against the onslaught of American capital.

Overwhelming 'specific weight' of US firms is the most striking feature of the world aircraft industry.

The Plowden report, published in 1965, cited statistics which starkly illustrated this.

Post-war development of the aircraft industry can be broadly divided into three phases, each dependent on technological advances enabling airlines to carry more passengers at a lower cost.

This predominance is based on a large home market, which guarantees higher production runs and thus lower unit costs than the US's European competitors—putting it in a more favourable position when competing for export markets.

As a result, the American industry shares 60-70 per cent of total world aircraft exports whilst Britain, France and Holland share 14, 12 and 8 p.c. respectively.

# **Stateside**

Stateside aircraft production in 1965 was valued at 80 per cent of total world output, while the corresponding figures for Britain and France were 8 per cent and 5 per cent respectively. And US aircraft exports total between £400m and £500m per year—three to four times that of Britain and eight times the French total.

The first phase — running from 1945 on through the 1950s — was based on the impetus given to aeronautical engineering by the war.

It was during this period that air travel became the principal mode of international passenger transport.

With the introduction of jet transport aircraft at the beginning of the 1960s, came the start of the second phase.

This development was largely based on the overwhelming success of the Douglas DC-8 and Boeing 707 aircraft, a success which finally and irrevocably ensured the domination of the American aircraft industry over its competitors.

The introduction of jet transport reduced costs by as much as a quarter, and finally halted and reversed the airlines' declining profit rates in that period.

Phase three is reckoned to start from the present time, marked by the introduction of 'wide-bodied' jets such as the Boeing 747, and supersonic transport (SST) aircraft like the Concorde.

It is hoped that these aircraft, with their greater productivity, will perform a function similar to the 707 and DC-8s (and the VC-10 and Comet), and reverse the current trend of falling profits.

If the market forecasters' optimistic reports are correct, air transport growth during the 1970s would be so great that the demand for new aircraft could not be satisfied.

The September 1969 edition of the aviation journal 'Interavia' published details of a report compiled since 1966 by the three groups collaborating on the European Airbus project, the A300B.

They forecast a tenfold growth in traffic volume between 1960 and 1980, and a probable delivery during the 1970s of 3,500-3,800 aircraft, including a total of 700-800 SSTs, B747s and long-range tri-jets, plus 950-1000 mediumrange jets (such as the European Airbus (A300B) and—if the government finance is available—the BAC-311).

## Forecast

Despite this, a 'capacity gap' of 23 per cent of the total required production was forecast by 1975. Of course, if such a situa-

tion existed, Concorde and every other aircraft under development would have a shining future, with no doubts at all about its viability.

It is instructive to contrast that report with another article in the April 1970 edition of the same publication, in which a number of contributors from the world's airlines describe the specific way the present financial crisis affects the airlines, and hence the aircraft manufacturing industry.

Airlines face a crisis of excess capacity and rising

appears what Marx described as '. . . an epidemic that, in all earlier epochs, would have seemed an absurdity—the epidemic of over-production.'

The Boeing 747 was ordered by Pan-American in the mid-1960s in anticipation of the need for great productivity to maintain their profitability.

Other airlines were immediately forced to follow suit to maintain their competitive position.

Coincident with the introduction of the B-747 in 1969. Pan-American reported a loss of 25 million dollars, compared with a profit of 49 million dollars in 1968 and, for the first time since the introduction of jet air transport, an increase in running costs.

The president of Pan-American, Halaby, said increased labour costs were the principal reason for the loss of profitability, and that costs in this area are expected to increase by a further 70 million dollars in 1970.

(As a matter of fact he was being optimistic, because figures recently published show a loss of more than twice his forecast figure for the first quarter of this year.)

It was hoped the introduction of the 747 would decrease these costs.

There are no signs that airline traffic will increase at the expected rate in the immediate future. The rate of growth of passenger transport shows a marked decrease, following the general trend of the US economy, leading president Halaby to make several scathing criticisms of Concorde.

These suggest, if not a

desire to opt out of Concorde, at least a desire to delay the introduction of a new aircraft until a future period of relative stability.

By this time a return on the 747 investment should, he hopes, be evident.

Halaby criticizes technical aspects of Concorde — its doubtful jet intake and the inaccessibility of components -but also attacks its small size and inadequate baggage space, its narrow fuselage (providing a poor comparison for passengers used to the jumbo jets) and, most important of all, the high operating costs which will lead to higher fares and thus limited ultiliza-

On all these points Concorde compares badly with the proposed Boeing SST, the 2707-

Although initially more expensive than the Concorde the Boeing will be able to operate at a productivity which compares more favourably with subsonic jets now in

If Pan American's marked

But from December 1966 to the end of 1968 operating expenses rose on average by 17 per cent, while revenue went up only 14.2 per cent.

Average profits of scheduled airlines fell from 9.5 per cent in 1966 to 7.4 per cent in 1967, to 3.9 per cent in 1968; and the latest figures reveal that in the first quarter of this year TWA and United Airlines, for example, lost 39.9 and 15.1 million dollars respectively.

#### Marx

This is what Marx says while discussing the tendency, inherent in the development of capitalism, for the rate of profit to fall:

'No capitalist ever voluntarily introduces a new method of production no matter how productive it may be, and how much it may increase the rate of surplus value so long as it reduces the rate of pro-

In the airline industry, the equivalent of a method of proexperience of a 'wide-fuselage' jet. Because, as Marx put it: ... the value of this commodity has fallen.'

Many airlines will have to sell their 707s, DC-8s and VC-10s at a price well below their depreciated value in order to concentrate their resources on the new generation of aircraft. Finally, Marx again:

'In one word — and this appears as an effect of competition—these capitalists must also introduce the new method of production, in which the proportion of variable to constant capital has been reduced.' ('Capital', Vol. III, pp. 259-260.)

The methods by which capitalism seeks to stabilize itself in the situation described by Marx are not unknown to the working class.

Rationalization and speedup, wage cuts, unemployment, the growth of monopoly, price war—this is how capitalist development affects workers, as each capitalist seeks to depress the value of his own product below the social average value and still maintain a worthwhile profit rate.

## Crisis

All these factors are present —or are clearly developing—in the present airtransport crisis. In Europe there is no longer a single major national aircraft industry.

International co-operation is rife among airframe and engine manufacturers. Co-operation capitalist national states whose competition is an extension of the competition in the world market between individual capitalists.

Competitors co-operate only when the situation in which they can compete is jeopar-

European aircraft manufacturers are competing against the might of American capital for a diminishing market, and the working class in Europe and America is firmly resisting the onslaught on its living standards and working conditions that such a competition

entails. Only by defeating the European working class can European capitalists maintain their competitive position and therefore the existence of their system.

But international operation on the basis of capitalism is only a mockery of what it could be under socialism. It is estimated, for example, that the cost of cooperation between France's SNIAS and BAC on the Concorde amounts to 25 per cent

development of productive methods is concerned.

# Capital

In addition to this, if BAC the A300B Airbus!

Such a 'unity of opposites', of combined co-operation and competition is commonplace in the European aircraft industry

information at times.

It is just that co-operation has come face to face with competition, and the former has backed down. The near future may see many such confrontations, but on a somewhat larger scale.

This tendency to coalesce is evident among the European jets likely to be ordered.

But there is yet another factor which is likely to accelerate the tendency to rationalization and monopoly among the airlines and manufacturers. And that is the explosive growth of supplemental carriers and charter operators. The most lucrative market

for the major airlines in Europe and America is the North Atlantic route.

operate international services.

to its member airlines, is rapidly being destroyed by the growth of operators carrying charter basis only.

transatlantic charter traffic tripled, and the US supplemental carriers increased their share of the market from 17 per cent to 43 per cent. They now have the full support of the American government Civil Aviation Board (CAB) since the signing of the Inclusive Tour Charter Bill in September 1968 paved the way for their

growth.

Friction between this organization and the IATA is destroying the carefully constructed pricing arrangements on transatlantic routes and forcing European operators to cut their rates against their

And this at a time when the re-equipment programme currently in progress demands the opposite. A University of Miami law

professor has filed a suit against IATA in the US district court for \$280 million on behalf of passengers on international airlines, claiming IATA as an international cartel.

## Powerful

IATA was recently described as 'one of the most powerful and authoritarian private enterprise cartels that the world has ever seen.'

going the way of all cartels, which form themselves on the basis of an expanding market and agree to halt the normal process of competition while the market is exploited, but which are destroyed immediately the market begins to contract and some members of the cartel can see an advantage for themselves in isolation from their previous collabora-

This is what has happened in the airline industry and the consequences for European operators are profound.

Whatever the future holds for the airlines, it is certain that they will only be able to make profit through greater monopoly and rationalization, which means wage cuts and unemployment for the working class.

As has been shown, it is impossible to separate the airline crisis from the crisis developing in the aircraft industry. The two industries stand in the relation of buyer and seller, and the upheavals in one will inevitably provoke a reaction in the other.

And it must be remembered that this takes place at a time of crisis for imperialism as whole.

In such a situation Marxists separate themselves completely from the demagogues who prattle about the need for a 'British aircraft industry'.

There is no such thing, except in the minds of the middle class, who pine for England's past glories.

The possibilities for cheap and unlimited travel that the latest advances in aircraft technology promise can be

the basis of nationalized industry under workers' control, genuinely collaborating within a Socialist United States of Europe. Only then will the aircraft industry have

12.25-12.50 p.m. Nai Zindagi-Naya Jeevan. 12.55-1.25 Telewele. 1.30 Watch with mother, 1.45-1.53 News and weather, 4.20 Play school. 4.40 Noggin and the Omruds. 4.55 Dog in orbit. 5.15 Tom Tom.

6.00 LONDON. Nationwide.

6.45 DOCTORS.

8.00 MISSION IMPOSSIBLE. 'The Exchange'.

7.30 HARRY WORTH. 'Border Incident'.

9.10 SIX WEDNESDAY PLAYS. 2: 'Dr Altkinson's daughter'.

10.25 24 HOURS.

11.00 FIFTIES. 11.15 Weather.

# REGIONAL BBC

All regions as BBC 1 except:

Midlands and East Anglia: 6.00-6.45 Your region tonight, Midlands to-day, Look East, Nationwide, 11.17 News.

North of England: 6.00-6.45 Your region tonight. Look North. Nationwide. 11.17 News and weather. Wales: 6.00-6.45 Wales today. Nationwide. 6.45-7.00 Heddiw. 8.00-8.20

Aled, Reg and Nia in session. 8.20-Maes a mor. (11.17 Weather. Scotland: 6.00-6.45 Reporting Scotland. Nationwide. 11.00-11.15 Sportsreel. 11.17 News and weather. Northern Ireland: 6.00-6.45 Scene around six. Nationwide. 11.17 News and weather.

South and West: 6.00-6.45 Your region tonight. Points West. South today. Spotlight South-West. Nationwide. 11.17 News and weather.

# BBC 2

11.00 a.m. PLAY SCHOOL. 7.30 p.m. NEWS and weather.

8.00 LOUIS MALLE'S INDIA. Part 6: Cults, Creeds and Clans. 8,50 FANNY CRADDOCK INVITES you to a teenagers' party.

9.10 SHOW OF THE WEEK. Morecambe and Wise. 9.55 EUROPA.

10.25 NEWS and weather.

10.30 LINE-UP.

# ITV

2.05 p.m. Cricket. 4.17 Tingha and Tucker. 4.30 Crossroads. 4.55 Anything you can do. 5.20 Ace of wands. 5.50 News.

6.02 I DREAM OF JEANNIE. 6.30 SAINT.

7.30 CORONATION STREET. 8.00 MISS GREAT BRITAIN 1970.

9.00 THE SINNERS. 'Dividends'. 10.00 NEWS.

10.30 NEAREST AND DEAREST. 11.00 PROFESSIONAL WRESTLING. 11.45 WHAT THE PAPERS SAY.

12.00 midnight IDEAS IN PRINT.

# REGIONAL ITV

CHANNEL: 4.30 Puffin's birthday greetings. 4.40 Wind in the willows. 4.55 London. 6.00 News and weather. 6.10 African patrol. 6.35 Crossroads. 7.00 Nanny and the professor. 7.30 London. 11.40 Epilogue. Weather.

WESTWARD. As Channel except: 4.25 News. 4.27 Gus Honeybun show. 6.00

Westward diary. 11.45 Faith for life. 11.50 Weather.

SOUTHERN: 4.00 Houseparty. 4.15 Sara and Hoppity. 4.55 London. 6.00 Day by day. 6.30 Power boats. 7.00 Joker's wild. 7.30 London. 8.00 Avengers. 9.00 London. 11.45 News. 11.55 Weather. Action 70.

HARLECH: 4.25 Women today. 4.40 Once upon a time. 4.55 London. 6.01 Report. 6.10 F Troop. 6.35 Crossroads. 7.00 Joker's wild. 7.30 London. 11.45

HTV (West) colour channel 61 as above except: 4.23-4.25 and 6.01-6.35 Scene West.

HTV (Wales) colour channel 41 as above except: 11.45 Y Dydd. 12.15 Weather.

HTV (Cymru/Wales) black and white service as above except: 6.01 Y Dydd. 6.30-6.35 Report Wales. ANGLIA: 2.05-4.15 London. 4.25 News. 4.35 Romper room. 4.55 London. 6.00 About Anglia. 6.35 Cross-roads. 7.00 Ghost and Mrs Muir. 7.30 London. 11.45 Reflection.

ATV MIDLAND: 4.02 Women today. 4.10 Peyton Place. 4.40 Tingha and Tucker. 4.55 London. 6.00 ATV today. 6.35 Crossroads. 7.00 Branded. 7.30 London. 11.45 Who knows?

ULSTER: 2.05 Romper room. 4.50 News. 4.55 London. 6.00 News. 6.05 Viewfinder. 6.35 Crossroads. 7.00 Joker's wild. 7.30 London.

YORKSHIRE: 3.00 Cartoon club. 3.25 All about riding. 3.55 Houseparty. 4.10 Enchanted house. 4.25 Matinee: "The 90th Day'. With Helen Horton, Peter Grant. 4.55 London. 6.00 Calendar. Weather. 6.30 Wally Whyton style. 7.00 Joker's wild. 7.30 London. 11.45 Weather.

GRANADA: 3.40 University challenge. 4.10 News. Short story: 'Annie's treasure hunt'. 4.40 Tingha and Tucker. 4.55 London. 6.00 Newsview. 6.10 This is your right. 6.15 Laurel and Hardy. 'Double whoopee!' 6.30 Big valley. 7.30-12.00 London.

TYNE TEES: 11.25-1.30 and 2.45 Cricket. 4.10 News. 4.15 My three sons. 4.40 Paulus. 4.55 London. 6.00 Today at six. 6.30 Survival. 7.00 Joker's wild. 7.30 London. 8.00 Court martial. 9.00 London. 11.45 News. 12.00 Centre and circumference of civilization.

BORDER: 4.13 News. 4.15 Freud on food. 4.40 Tingha and Tucker. 4.55 London. 6.00 News and Lookaround. 6.35 Crossroads. 7.00 Joker's wild. 7.30 London. 11.45 News and weather.

SCOTTISH: 4.15 London. 6.00 News. 6.10 A girl called . . . Bernadette. 6.25 Police call. 6.30 Calum's ceilidh. 7.00 Joker's wild. 7.30 London. 10,30 Festival now. 11.00 Shot golf. 11/30 Late call.

GRAMPIAN: 4.25 Makem country style. 4.55 London. 6.00 News and weather. 6.10 Room 222. 6.35 Crossroads. 7.00 Joker's wild. 7.30 London. 11.44 Police News.

# Fill in the form below and send to NATIONAL SECRETARY, SOCIALIST LABOUR LEAGUE, 186A CLAPHAM HIGH ST, LONDON, SW4.

# I would like information about THE SOCIALIST LABOUR LEAGUE

reluctance to commit itself to a definite purchase hardened into a rejection, other airlines grappling with the same problems, but with far inferior resources, will be even less likely to commit themselves.

TWA running costs: cost in cents per available ton-mile 'cost

increased in 1969 for the first time since the introduction of the

jet aircraft. The increased efficiency which caused the downward

trend has finally been overcome by the upward pressure of salaries.

18.

In the same article, Mr Wiser, president of Trans-World Airlines, was similarly pessimistic about future prospects following the introduction of the B-747, saying that financial factors such as the high unit cost (22 million dol-lars) and the additional expenditure on ground equipment (a towing trailer for a 747 costs 125,000 dollars, a sum which in 1954 would have purchased . . put this aircraft five or a 62-seater DS-6B airliner) ten years ahead of its time'.

# Popular

corde?

So where does that put Con-

Also, 'while we feel that the 747 will be an extremely popular aircraft, we know that it comes at a bad time for the airlines — when passenger growth is declining and the operating costs are soaring'. In a reference to rival air-

to set the ball rolling by ordering the 747 in the first place, president Wiser commented: 'Some time ago we made a conscientious decision not to contribute to the over-capacity

line Pan American's decision

crisis now occurring among the airlines. 'While this has contributed to our inability to match our competitors in every case, it is obvious that if other airlines had acted accordingly, we'd all be better off.'

capitalism . . . All the major world airlines airlines are committed to a vast capital expenditure in anticipation of an expanding market, and now find that the market has failed to materi-

The total sum committed by

the world's airlines at the

present time is estimated at \$18,000 million.

If only capitalism wasn't

and the commodity produced change of location. Again 'Yet every such new method of production cheapens the

duction is the aircraft type

commodity. Boeing once forecast that the introduction of the 747 would reduce the cost of carrying one passenger a distance of one mile by 30 per cent, indicating a transatlantic fare of 100 dollars.

Marx continues: 'Hence the capitalist sells them originally above the price of production, or perhaps, above their value.' Five US airlines had asked for a 5 per cent surcharge on all domestic flights within the

US on their 747s at peak periods. The request was refused. And the 747 was only ordered by other airlines when it was feared that Pan Am would achieve a monopoly by the use of that aircraft. To

return to Marx:

'There follows a fall in the rate of profit-perhaps first in this sphere of production, and eventually it achieves a balance with the rest-which is, therefore, wholly independent of the will of the capitalist.

. . . his method of pro-

duction stands above the

social average. But competi-

tion makes it general and subject to the general law. 'As soon as the new production method begins to spread, and therefore to furnish tangible proof that these commodities can actually be produced more cheaply, the capitalists working with the old methods of production must sell their product below

The present re-equipment by the airlines is taking place after a 'balance' was achieved with the 707, DC-8, VC-10 class of jets.

its full price.'

Just as nobody, after the introduction of jets would fly in propellor-driven aircraft for the same or greater price, similarly the small jets appear distinctly less attractive after the national airlines, which have formed two groups to share the costs of servicing the 747. In America several airline mergers have been announced. reducing the number of big

Fares on this route, as on others, are fixed at regular meetings of the International Air Traffic Authority (IATA), a body variously described as a price-fixing cartel or a mutual benefit society, comprising 104 airlines which

passenger and freight on a From 1963 to 1967 the

The authority of this organization, which fixes rates that guarantee 'acceptable' profits

It is obvious that IATA is

But this can happen only on



# BBC 1

5.44 Barbar. 5.50 News and weather.

7.05 TOMORROW'S WORLD.

8.50 NEWS and weather.

of the development costs. The setting up of two parallel production lines, the cost of transporting parts between the two factories, the numerous liaison committees and the strict observance of diplomatic protocol - and the whole incredibly tangled web of bureaucracy associated with the project—shows that under capitalism international cooperation is actually a step backwards as far as the

can raise the necessary government and private capital to finance the 311 wide-fuselage jet, it will mean that while co-operating with SNIAS on the Concorde project, BAC will also be competing with SNIAS, who are in turn cooperating with Deutsche Airbus and Hawker Siddeley, on

Workers at Bristol should not be surprised if their French colleagues are a little reticent on divulging certain THE INEVITABLE drive by employers to extend working time and to change working practices is reflected in productivity bargaining by the number of occasions that clauses occur involving shiftwork, mobility, flexibility and interchangeability labour.

To get a clear idea of exactly how these systems act as a preparation for speed-up and redundancies, it is necessary to look at them in some detail.

In general, five types of shift working are in common use.

- (i) Part-time shifts where workers do a few hours a day on a regular basis (twilight shifts, etc. available to married women with children).
- (ii) Night shift. This may be fixed; one group of workers being permanently on night work, or alternate; two weeks on nights and two weeks on days, etc.
- (iii) Double-day shifts (fixed or alternate). Two shifts in each 24 hours. Working periods are usually 6 to 2 p.m. and 2 p.m. to 10
- (iv) Three-shift working (noncontinuous). shifts operating five or six
- (v) Three-shift working (continuous). Three or four groups of operatives rotating to cover 24 hours a day, seven days a week.

Wide variations occur. For example, two 12-hour shifts a day, with four hours as overtime are sometimes worked, also split rosters, where workers are expected to work two separate work periods a day (during morning and evening rush hour for bus staffs), and 'hang about' during the inbetween period.

Advantages of shift work to an employer are:

#### Increased output all round.

An employer who goes over to running his factory on double or treble shifts has taken a step equivalent to opening one or two new factories, but without any outlay on premises, land or machines.

His only costs are for materials to be worked on, extra lighting, gas, etc., on extra maintenance and on labour. This gives a phenomenal increase in profits with very little new outlay.

#### Enables installation of modern machinery.

New plant and equipment particularly computerized or automated machinery and the modern dock system — is of such enormous cost that it is only economical to install and use when working 24 hours a day, seven days a week.

#### Enables the using up of old machinery more quickly.

If an employer is to keep up with the race for markets, he cannot wait years for his old machines to wear out. At the same time, he cannot keep buying new machinery before the value of the old has been returned through the sale of his products.

His only hope is to drive the machines to destruction as quickly as possible, while at the same time getting the maximum profit out of his workers. In this way he hopes to afford the latest plant without affecting dividends or his

# overtime working.

From a worker's point of view, overtime can often be a necessary evil, a way of ensuring a living wage. To an employer it is often too much good money paid away, and at time-and-a-quarter, time-and-a half, etc., depending on when the overtime is done. Better, he thinks, to employ a full shift if necessary at a slightly increased rate.

These workers too will have come fresh from resting at home and will not be doing additional labour on top of a day's work, as does the over-

# Can mean extension of

On totting up the full cycle of shifts, a worker may find he is averaging a 45-hour week, say, instead of a previous 40 hours on day-work

Also, long stretches of intesnive working occur under shift-work. Under one system workers do seven days at 94 hours a day before getting two days off.

In general, the employers' aim is to move towards the three-shift continuous system. This may be done gradually, depending on the opposition from the workers concerned.

Beginning with two-shift working on the introduction of a productivity deal, they attempt to negotiate a threeshift system at a later date. For some firms, of course, three-shift continuous working

This may apply where extensive rest or maintenance of machinery or plant is required, where associated processes cannot keep up with the central production line, and where services are being provided only at certain times of the day (catering, retailing, transport,

In a Report on shift systems by the Ministry of Labour (Introduction of Shift Working, a Survey', HMSO 3s 3d) published 1967, Ray Gunter, then Minister of Labour, made it quite clear in his foreword that the introduction of this system was in line with government policy. After explaining that the Report was a summary of a series of investigations by Ministry of Labour officers, he

# Report

duction of shift work.'

This survey covered 19 firms and made some relevant points for employers.

For example, it noted that the Factories Act restricts the hours during which women and young persons may be employed, but went on to add that exemptions are always available from the Ministry of Labour.,

Thirteen firms of those studied had made applications for such exemption, which were granted in all cases. The last part of the Report is a survey of two firms. One of these changed from a 12-hour system operating five days a week, to a 'continuous shiftworking system' operating around the clock, seven days a

# **JUST OUT**

# STALINISM

BY ROBERT BLACK

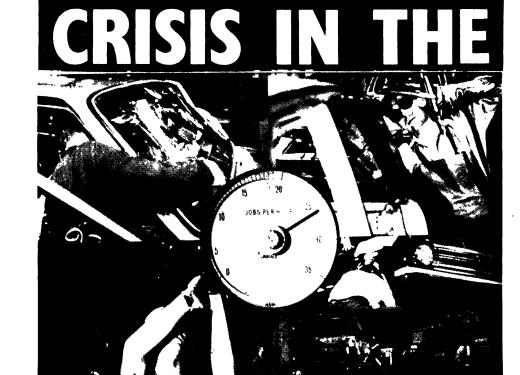
own pocket.

# Can mean ending of all

# hours worked.

is not the best method anyway.

'I hope that the report will encourage those responsible in industry to pay greater attention to the planning and intro-



# Shiftwork and Mobility

#### **PART SIXTEEN**

The report stated that 'no additional recruitment was

'The introduction of mechanical handling aids and improved plant layout enabled the existing labour force to be used more effectively.'

It was estimated that under the new system, productivity per worker increased by at

HIGHLIGHT of last

week's television was

Thursday's '24 Hours'

programme on Czecho-

slovakia — broadcast on

the eve of the first an-

niversary of the Soviet

William Shawcross of 'The

Sunday Times', author of the

book 'Dubcek' published the

same day, used a wide col-

lection of newsreel film-

much of it extremely rare-

to highlight the post-war

history of Czechoslovakia and

show the political roots of

the 1968 'reform movement'.

rising and the Soviet liberation

of Prague in 1944, the over-

throw of the bourgeois govern-

ment in 1948 and the growing

Stalinist terror: political prisoners exercising in the courtyards of the jails, and Rudolph Slansky and his comrades on

The potted history, interspersed with Shawcross's lunging comments, led through the Twentieth Congress speech by

Khruschev in 1956, the blow-

ing-up of Stalin's statue in

Prague in 1961 and the death

of Gottwald to the resignation

of Novotny and the beginning

movement unleashed among the

working class and the youth in 1968 became abundantly

clear from film shown in the

Here was an enormous popu-

lar movement which thrust

Dubcek to the fore but, at the

same time, went far beyond

The pent-up hatred of Stalin-

ism and bureaucracy, accumu-

lated under the regimes of

Gottwald and Novotny, found

expression in the public pillory-

ing of bureaucrats—forced for

the first time to answer

Press, radio and television,

In mass demonstration,

meetings and discussion, the

youth and the working class

began to formulate their own

demands independantly of the

bureaucracy: a process which

mortally frightened the Soviet

an audience beyond

with censorship removed,

publicly for their policies.

their wildest imaginings.

programme.

found.

The enormous scope of the

of Dubcek's 'reformist' rule.

trial for their lives.

We saw the Slovak national

invasion.

least 7 per cent, that . . . 'a potential increase in capacity of one-third had been obtained without additional plant, buildings or managerial staff', and that 'in market conditions which demanded full capacity the management was confident of achieving a 30 per cent saving in unit production

The Soviet invasion: Wencesias Square, Prague

What they feared more than

The tanks moved in to crush

anything else was the emerg-

ence of the Czech working

class as an independant force.

this development and reim-

pose bureaucratic hegemony

over the Czechoslovak wor-

itionists interviewed put it:

out their side of the Stalin-

Churchill-Roosevelt agreement drawn up at Yalta'—the agree-

ment to police Europe against

While the opposition to the

the revolutionary working class.

As one of the Czech oppos-

'The Russians were carrying

towards the invasion of August made it clear that the Soviet

Soviet invasion focussed both ways, was inexorably around Dubcek, newsreel film eased out of all his posts, to-

Stalinists' real enemy was the

factories backed the youth

demonstrating in the streets

reach a compromise with Dub-

cek, whose own politics be-

came clear when he accepted

the Moscow diktat and set to

work to impose it on his re-

But the Kremlin was not in-

terested in a compromise. They

wanted to break the working

class politically and rob it

Dubcek, continually facing

of all political independence.

The Kremlin was forced to

Workers on strike in the

working class.

against the tanks.

turn from Moscow.

Details of wages paid were not given, except to say that the hourly rates of pay were increased, that adjustments had been made 'to compensate employees for increased responsibilities on machine operation', and that an allowance of 3d an hour was introduced to compensate for shorter canteen breaks. 'But it was made a reversion to former practices occurred.' The shift system used was

clear that this would cease if

four crews rotating over a 28day cycle. The pattern for one crew was as follows:

Seven days at 8½ hours (afternoon shift) followed by two days off.

Then seven days at 7½ hours (morning shift) followed by three days off.

Then seven days at 9½ hours (night shift) followed by two days off before beginning the afternoon shift again.

In the detailed report on the second firm it is noted among other things that half the workers interviewed com-plained of stomach upsets, which they attributed to the weekly shift rotating. As most workers know, shift working is not new. What is new is:

- The overall drive of British industry to introduce shiftworking to sections of industry and services where it is not normally worked.
- The drive to change all existing systems to the 24hour - day, seven - days - a week, three-shift continuous working system, or as Gunter explained:

'many firms already operating shifts will find it necessary to revise their shift system to satisfy modern social and technical conditions.'

 To combine shift working with various time-andmotion methods to generally intensify the rate of working as laid down by government policy expressed through the Prices and Incomes Boards.

## Combination

In the engineering industry it is exactly this combination of continuous shift work and the Measured-Day Work system that the employers are striving to extend.

On the docks, too, shift work is now being introduced. This aim is particularly inevitable where large-scale modernization has gone on and where millions of pounds have

been spent on new docks,

warehouses, handling equip-

ment and container ships. The employers want nothing less than flat-out working 24 hours a day, every day of the

That minority of the workers that receives large sums under the new schemes will find that modernization does not cease at the level where workers feel 'satisfied' with the take-home pay earned, but will inevitably press on to yet greater mobility and flexibility and to 'revision' of existing times and standards.

24 Hours

on Czechoslovakia

**REVIEWED BY** 

**JOHN SPENCER** 

Thursday August 20

All this, of course, in the interests of 'greater productivity'.

On the same basis, the widespread introduction of computers into offices has meant that the employer expects this costly equipment to be used to the full and the trend is increasingly towards shiftworking in offices.

It is argued by some that the acceptance of shift-work and other systems is usually agreed by majority vote, also that some workers prefer night work and some types of shift working which give leisure

periods during daylight hours. For one thing, most of these schemes are presented at first in a way which allows some advantage to the workers.

Also, the battery of management, work-study consultants, union officials and even Communist Party militants all plugging away at the workers to 'give it a try' can make a scheme seem far better than an existing scheme of working.

But the question for workers is not whether the new set-up fits in with this or that worker's individual preference, but must be-what the employer has planned to get the maximum level of exploitation from the new working practices?

#### Extended

Already in many offices where computers have been installed, extended hours are worked. Many shops, especially supermarkets, are staying open in the evenings and on Bank Holidays.

The latest industry to consider a major change to complete round-the-clock working is the building and civil engineering industry.

New, greatly improved floodlighting and plastic weather covers make this entirely pos-

An article in 'Construction News', journal of the building trade, in March 1970, looked at the machinery, giant earthmovers, loaders, etc. and explained the economics this

'The high capital cost and

hire rates of the machines are matched by the capacity of their output, but the arithmetic goes into reverse when the machines stand still . . . the continuing poor profit margins and slow rate of growth fof most building and civil engineering firms in comparison to those in the "growth" industries should be a constant criticism of the way the industry goes on running on the same old lines. Its heaviest investment is undoubtedly in plant, yet it allows most of this plant to stand idle for the greater part of its working

But many employers are

particularly anxious to move away from seeing all work and living in terms of the daily and weekly framework. To them this is purely a convention previously dictated by the necessity of working while daylight was available.

Now it is thought possible to break away from this pat-

Shift work, spread over eight or nine days before 48 hours

rest (or less) occurs, is being

developed.

# 22 hour 'day'

Similarly, a 'day' of 22 hours is regarded as possible—a maximum allowable working day of 11 hours with a 'minimum' allowable rest period of 11 consecutive hours between working days is possible for lorry drivers under the terms of the new Transport Act, though at the moment there is a 60-hour maximum on each working week.

The moves to open shops, etc. in the evening and on bank holidays help to engender 'round-the-clock' outlook; also in many industries and occupations the bosses would prefer to have workers on call at all times rather than be on fixed time shifts.

Such is the case with firemen, maintenance workers, dockers and constructional engineering workers.

Of course, some workers already work in this way, the difference being that at present this is regarded as an 'abnormal condition' of work requiring a higher rate of payment for the inconvenience.

The employers, however, want to move to a position where this type of working is regarded as normal and requiring no difference in payment from ordinary daytime working.

Maintenance workers in particular would cease to be permanently assigned to one works, but would be moved about from plant to plant as a small, highly mobile gang of 'trouble-shooters'.

Workers must ensure complete opposition to the introduction of shift work into jobs where it is not being worked; complete opposition also to replacement of existing shifts by new systems (like the threeshift continuous).

The employers must be stopped in any attempt to extend the working week, or to reduce the off-work periods of the day. For the working class. the introduction of new machines must be the verv reason why working hours can be halved—not extended round the clock.

● Continued next Wednesday



Rossanda of the 'Manifesto' group

# Liberal reportage and Stalinist politics

gether with the other leaders of the so-called 'reform move-

The prisons have begun to fill up again. The foul mixture provocation, political slander and the rewriting of history perfected by Joseph Stalin is once again in full swing in Czechoslovakia.

The second half of the programme consisted mainly of interviews with leading W European Stalinists of various political shades.

In an obvious attempt to boost the so-called 'new currents' in Stalinism—like the Italian Communist Party's 'structural reformism' and the right-wing Garaudy tendency in France. Showcross contrasted the Italian Communist Party's 'opposition' to the

invasion with the position of French Stalinists. Stalinism with a 'human' face obviously appeals to

Shawcross.

He gave sympathetic coverage to the Italian Communist Party's ultra-reformist policies, implying that the Party ought to be taken into the government to 'solve' Italian capital-

ism's constitutional crisis. The late Palmiro Togliattibetrayer of the partisan struggles in Italy and the man chiefly responsible for the continuation of Italian capitalism after the war-received reverent attention. And Stalinist spokesman Lombardo Radice, holding forth about national roads to socialism.

Rosanna Rossanda of the

got much the same treatment.

breakaway 'Manifesto' group was also interviewed.

The former partisan leader and Central Committee member said that the Kremlin invasion had 'smashed the hope of reforming the bureaucracy'. But if this is the case, she

and her comrades have still to draw the conclusions: to adopt the strategy of political revolution in the degenerated workers' states, which means building independent revolutionary parties and returning to the path of Lenin and Trotsky.

French Stalinist Jean Kanapa, head of the Party's foreign bureau, attacked Roger Garaudy, who also featured in the programme, for having 'tried to reconcile Marxism and religion'—an activity in which Garaudy first became prominent during his years on the French CP's own Central Committee.

'You cannot ask our party to stop being a Communist [i.e. Stalinist] Party,' Kanapa

Absolutely true. Stalinism can only be destroyed by unremitting struggle to build an alternative leadership in a fight against the bureaucracy.

# BRITAIN

A TROTSKYIST ANALYSIS

# Jobs threat behind Coventry speed-up

**COVENTRY Corporation Transport bus main-**COVENTRY Corporation Transport bus maintenance craftsmen meet today to discuss the latest management attempt to abolish their bonus-pay system and institute work-study.

FROM PAGE ONE

tactics in not calling out their members throughout the com-

'In the rest of the combine there is a complete ban on overtime by DATA, the blacking of Coventry work and a £1-a-week levy. Coventry members are getting 80 per cent of their net wage in strike pay and already £150,000 has been spent on the dispute. 'There is no sign of retreat-

ing from the offensive.' Some of the pickets were 'Things have stiffened up considerably since the Tories

'If the Lockheed order goes it will be disastrous for Rolls.

#### 'COULD WIN'

'But while it's only us out the management isn't too worried. We could win with the production workers be-

The belief that wage increases can be won by guer-rilla strikes is dangerous, and up till now no lead has been given to the combine's manual

The management obviously hope to defeat DATA as part of a softening-up process in the combine. Productivity consultants and efficiency experts are already operating in the plant but as yet workers have not felt the full effects of the combine's speed-up plans. is now urgent that all Rolls-Royce workers support the Coventry men in a fight defeat the company's rationalization plans and for the nationalization of the air-

#### This issue has been a running fight for over three years, reaching a decisive stage last year when national trade union officials signed away the fight against speedup and sackings for 'a substantial increase in pay and extra holidays'.

The latter amounted to 4d per hour and two service days after seven years.

Last January, after years of rejecting productivity 'strings', the craftsmen hesitantly accepted by one vote the local officials' plea that the 'chance of negotiating an increase without work-study is hopeless' and agreed to a trial work-study scheme on which the management would base an offer for a basic-pay

But it is understood that today's meeting will hear pro-posals from the management which by far overstep the bounds of this decision.

CCT propose selecting 'representatives' from the shop floor for a ten-week based on verbal shorthand and tape-recorders instead of stopwatches—data analyses and pre-determined times. This will be followed by four weeks' company training.

# **Dole queue**

During this period, talks will be given by the work-study team so that craftsmen can 'appreciate' this step towards the dole queue.

A comprehensive workstudy will then begin, lasting 18 weeks and then maintained by those representatives who have proved their worth to the management.

The whole process is to be master-minded by Associated Industrial Consultants, who

**SUBSCRIBE NOW** 

# BY A WORKERS PRESS

BY JOHN SPENCER

ALMOST 100 shop stew-

ards from GKN-Sankey's

strike-bound plant filed

into the Morris Hall in

the centre of the Shrop-

shire market town of

Wellington yesterday to

hear union officials report

on the outcome of their

latest talks with manage-

On Friday, at the end of the strike's third week, the

stewards will put their recom-

mendations to a mass meeting of 5,000 at the Sankey

Sports Club football ground.

But if Joseph Diaz, district secretary of the Amalgamated

Engineers' and Foundry-workers' is right, the talks

held with management on

Monday got nowhere. After

Monday's meeting he told reporters: 'The whole situation

Sankev's make a wide

variety of car components and

light engineering products: brakes, wheels, Leyland cabs, Commer van parts, heavy

tractor and lorry-wheel sec-

tions, almost complete Massey-

Ferguson bodies, cabs for

AEC vehicles, trailers for the

Army, lorry chassis, office

furniture, radiators and even

Motor manufacturers are

the car industry on the strike.

**SPARKED** 

strikes over lay-off pay in Coventry, where 5,000 Stan-

dard workers struck in solidarity with 2,000 who were laid off. Chrysler has laid off

all the workers at Ryton,

workers. British-Leyland has

sent home men at Cowley and Birmingham and tractor workers in Yorkshire and

Lancashire have also been laid

Sankey's struck on August

Engineers, electricians and

patternmakers walked out at

increase in wages. They were

members of the General and Municipal Workers' Union and

the Transport and General,

bringing the entire factory to

the company was on the verge

of concluding an agreement which would have given

graded rises of 2s 1/d to electricians, 11d to production workers and only 5d to

**MANOEUVRE** 

widened differentials at the

factory-and was plainly part

of an attempt to play off

skilled sections against the

lower-paid semi-skilled and

This would have further

labourers.

When the strike erupted,

followed the next day

lO, the day after the return

from annual holiday.

while Massey-Ferguson has

home 1,600 tractor

The lay-offs have sparked

lay-offs throughout

beer-barrels.

is complete deadlock.'

whom

the workers.

worker said.

The outstanding feature of

The strike committee has

not even found it necessary

to post pickets outside the deserted factory, which has

now ground completely to a halt, though staff are still

coming in to work at the

Since Sankey's was taken over by the GKN combine

two years ago, workers say that the regime in the plant

'They are much stricter since GKN came in,' one

It is clear that the com-

pany's long-term aim is to abolish the existing piece-

work system and bring in standard-time working. Sankey

management claims to have

'taken the initiative' in intro-

ducing productivity, and wants

elimination of 'overmanning,

absenteeism and excessive overtime together with 'a

more positive approach in the

fields of economic labour

deployment coupled with pro-

cedures which ensure that

The quotations are from a

oint management-union bul-

letin setting out the supposed advantages of the company

IN DISPUTE

was tied to a job-evaluation exercise carried with the

agreement of the unions, which

signed an enabling agreement after a week's strike last year.

The results of the job-evalua-

was the first real experience

The 1969 strike at Sankey's

After a week, the workers

were persuaded to return

pending negotiations. Even-

tually, in return for a rise of £2 all round, the unions

agreed to accept job-evalua-

tion and declared a standstill

on further wage claims for

'We learnt our lesson last

year,' brass operator Malik

Mohd Akram told Workers Press. 'We don't want to go

back to work this time until

we get what we want. If

15 months.

tion are still in dispute.

of strike struggle there.

The proposed agreement

these are met'.

productivity deal.

has tightened considerably.

next-door head office.

the Sankey's strike is that this splitting manoeuvre met with solid and united hostility from

workers.

have been responsible for a number of such systems in the municipal transport in-

Management attacks on the craftsmen's bonus—one of the highest in the industry—stem from the undertaking's deficit of over £500,000.

Total interest charges last year were £148,000 and will rise this year owing to the purchase of more new buses equipped for one-man operation (OMO). CCT boasts the largest number of OMO miles in municipal transport.

## Suspicion

The intricate nature of these rear-engined buses, with their high break-down rate, has allowed bus workers to realize the extra work entailed in extra money under the present This is what the manage-

ment wish to end. Local trade union officials'

talk that extra effort will pay extra money under work-study should be treated with the greatest suspicion.

The proposed increase in fares alone cannot solve the problem for the employers. To make a profit and to pay off the moneylenders is the aim and this means a smaller labour force, doing more work for a lower total wage bill.

This is a prelude to regionalization and a further reduction in duplicated plant and

# 20 jobs

In particular, railway work-shops will tender for bus overhauls. Swindon boasts a flow-line system for engine overhauls and can handle 20 bus overhauls simultaneously.

With the Tory government ent and legislating against the unions, management promises of no redundancy will not hold

In this setting, acceptance of work-study-with no matter how many reservationsis to hand the management an open invitation to carry out speed-up and sackings.

It is feared that some move will be made at today's meetings to give the green light to the management's plans.

But the feeling is growing among the craftsmen that the amount given so far - 4d initial, plus 1s interim — has already been eaten away by the rising cost of living and that the same will undoubtedly happen to the final payment. However, the 'strings'

# Can be won

The recent struggles at Centrax, British-Leyland and other factories show that substantial pay rises can be won without 'strings'.

Coventry craftsmen must: ● Throw out work-study! Demand a £5 pay rise with-out 'strings'! 87½ per cent of bonus transferred to the basic

Three weeks' holiday on full new rate for all with 12

• An end to interest payments! No regionalization! Nationalization under workers' control! Force the Tories

WEATHER

London area, SE, SW central northern and central southern England, E and W Midlands, Chan-nel Islands: Cloudy at first with some mist or fog patches. Sunny novides developing patches.

periods developing later. Near normal. Max. 21C (70F).

# LATE NEWS

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BIG AUSTRALIA TAX STRIKE

700,000 workers took part in a three-hour strike yesterday against 'taxation injustice' in the Federal budget announced

#### ALGERIA FIRM OVER MID-EAST

President Boumedienne of Algeria has reaffirmed his country's opposition to the current 'peace' moves in the

He said in a speech at an air force base yesterday that the security presently envis-aged in the M East could not be attained without the Palestinian cause being stabbed in

# **30 HURT IN AMSTERDAM**

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About 30 people—three of them hit by, police bullets—were injured in a seven-hour battle between police and hippies, Dutch authorities reported yesterday.

Registered as a newspaper at the Post Office. Published by Workers Press, 186a Clapham High Street, London, S.W.4.
Printed by Plough Press Ltd. (TU), 180b Clapham High Street, London, S.W.4.

NW England, Glasgow area, N Ireland: Sunny periods after early mist and fog. Warm. Max. 22C (72F). Edinburgh: Cloudy. Sunny intervals inland during afternoon and evening. Cool. Max. 15C (59F). Outlook for Thursday and Friday: Rain will spread slowly N to many parts except the extreme N.

#### **ALL TRADES** UNIONS ALLIANCE **MEETINGS**

COVENTRY: Thursday, August 27, 7,30 p.m. The City Arms, Smithford Way, Coventry. 'The Tory attack on the trade unions.' NOTTINGHAM: Thursday, August 27, 7.30 p.m. Albert Hall Institute, Derby Road. 'Lessons of the dock strike and the fight against the

# **Pay-cut** strike at cycle plant

500 workers from the Triumph near Coventry, met yesterday at the city's Transport and General Workers' Union headquarters to discuss their week-old strike over pay cuts.

A fortnight ago the polishing section struck for two days and defeated a management attempt to reduce wage rates for polishing silencers. Some workers were laid off by the dispute, but those who remained in the factory later found that their rates had been cut for the two days without any consultation although they worked normally.

GKN-Sankey strike

stays solid

Office workers, top, leaving Sankey's Wellington factory while,

Sankey's don't accept our Press. 'We are far behind other

demand there could be a long parts of the country. Nobody

'Last year the union told us to "go back and we'll see

what we can do"; people in

Sankey's don't want that this

Many of the workers point

to the fact that Wellington

is in a farming area, which

in the past has tended to keep

'A MISTAKE'

Younis Bhut said: 'If San-

key's were in Birmingham or

Coventry, they'd have to giv

the rise. But if they think

they're going to get away with

here they're making a

Sankey workers have had

'We are low-paid as far as

to work long periods of over-

time in order to make up a

the car industry is concerned,

wages low.

decent wage.

gets £40 here.

a very good week.

'With ten hours' overtime

on nights, some workers might

push their wages over £30,

but generally £25 is considered

Present wage rates-accord-

Highest wage for a 40-hour

week-for a skilled man on

the leading rate—is only £23 15s, after acceptance of

job-evaluation and the threat

A monumental press cam-

Despite 'Times' leaders, a

full-page company advertise-ment in the local 'Shropshire

Star' and completely one-sided BBC coverage of the

company's case, there is no sign of a break in the Sankey

paign against the strikers has failed to weaken their deter-

ing to the company's 'weighted

average' figures-range

of productivity clauses.

8s 7d an hour to 11s 9d.

'Socialism in one country' by kind permission of Daimler Benz

# W European firms plan £400m Soviet plant BY A FOREIGN REPORTER

WITH THE Moscow-Bonn 'non-aggression pact' still only two weeks old, the W German government has announced plans to build a giant truck plant in the Soviet Union.

Backed by government credit guarantees, a consortium of W German monopolies headed by Daimler-Benz intends to construct a complex, which when completed in 1974, will turn out 150,000 trucks a year.

The projected site of the plant has already been discussed with Soviet officials. It is thought to be the Volga town of Nabereznytz Celny.

Cost of the project has been estimated at between £340 million and £460 million. Bonn spokesman Conrad Ahlers stated on Monday that

other German and West European car firms apart from Daimler-Benz are interested in the project.

#### **PARALLEL**

Daimler are in fact already negotiating a contract with Moscow for the sale of licences and technical knowledge to the Soviet Union. The talks, which began in June, paralleled the diplomatic exchanges between Moscow and Bonn that prepared the pact of two weeks ago. French car giant Renault,

which is also having talks with Soviet officials, has been suggested as a major partner with Daimler for the proposed

Several British firms may also join the venture. This stupendous undertaking, alongside the Fiat project at Togliattigrad on the Volga and other planned deals with various US firms, is the bureaucracy's response to the growing crisis of the Soviet

economy.

Kremlin diplomacy, conducted behind the backs of the international working class and the colonial peoples, is the political reflection of this crisis in the bureaucracy's world strategy. The Moscow pact and the proposals for European security can only be understood within this

# LIKE HAWKS

capitalist world are watching like hawks for any division the bureaucracy's ranks that can be turned to their advantage in this situation. So the Kremlin's snub to the E German Ulbricht regime-the Bonn-Moscow pact contained no reference diplomatic recognition of E Germany — is gleefully reported in the W German press.

A spokesman for the W German government has pointed out that the statement of the E German Council of Ministers on the treaty was reprinted in Moscow (in 'Pravda' and 'Izvestia') with certain crucial passages omit-

ted. These were: 'The undertakings made in the treaty between the USSR and W Germany make necessary, as a consequence, the establishment of normal diplomatic relations between the GDR (E Germany) and the

GFR (W Germany). 'No third country has the slightest reason to refuse the establishment of diplomatic relations with E Germany and W Germany . . .

'No third country has the slightest reason to refuse the establishment of diplomatic relations with E Germany. The same applies to the entry national organizations.' This dangerous acceleration

in the diplomacy of 'peaceful coexistence' goes hand in hand with the maturing plans imperialism to recapture the Soviet Union for exploit-Hale Boggs, chairman of the

US House of Representatives Sub-Committee on Foreign Economic Policy said in France on Sunday: 'We must use every opportunity to enter the Soviet Union with our investment Of the Ford company's re-

cent negotiations to set up plants in the USSR he said: 'I talked with Henry Ford recently and this issue is not yet over.'
The recent USSR-W Ger-

man treaty, he went on, 'is of commanding importance, economically speaking.'

When the revolutionary Soviet government of Lenin and Trotsky entered into diplomatic, economic and techrelations with certain capitalist governments, the policy of the Bolshevik Party the Communist International was in no way affected.

The struggle for socialism was prosecuted just as vigor-ously in states that had trade relations with the Soviet Union as in countries whose governments were imposing embargoes and blockades.

But today, the Stalinist

policy of 'peaceful co-exist-ence' undermines all the past gains of the working class, from the nationalized property relations in the Soviet Union to the trade unions in the And in the Middle East and

Indo-China, it collaborates with imperialism to strangle the struggle for national liber-

The Bonn-Moscow pact is a watershed in the history of post-war Europe. Stalinism is the betrayal of the Russian Revolution and the international working class all along the line.

Only Trotskyism, fighting on the programme of the United Socialist States of Europe, can

● FROM PAGE ONE burn was invited to speak

at the meeting just two days after his return from the Soviet Union, or that his speech tried to justify Stalinism by praising its 'dual role'.

Blackburn claimed that this 'dual role' was 'an essential precondition for the form taken by anti-imperialist revolutions in China, Cuba and Vietnam'.

If the IMG's leading spokes-men are now forced to come out openly with a liquidationist programme, this is because the movement of the working class and the deepening crisis of the Stalinist and Social-Demobureaucracies demands that they intensify their efforts to destroy Bolshevism.

In the course of so doing, they whitewash the Stalin-ist bureaucracy, which, far from being responsible for anti-imperialist revolutions, has worked consistently as their gravedigger and as a threat to every gain of the October Revolution. Pennington attacks the Tran-

sitional Programme and the Socialist Labour League because he has capitulated to the middle-class conception that capitalism can right ita system of crises, wars and revolutions.

His conception of a 'mass communist movement', led by nobody in particular and certainly not by Trotskyists, is the antithesis of Marxism and involves a concentrated attack on the fight for working-class lead-

This is how the revisionists 'commemorate' Trotsky, who fought continuously against the idea that there was anything in the remotest degree progressive about the bureaucratic degeneration of the world communist movement under

Pennington now uses the anniversary of Trotsky's mur-der by a Stalinist agent to make the most brazen overtures to the Stalinists. Blackburn is cast in the role of middle-man—a political

go-between for the revisionists and King Street. of Pennington's venomous hatred of the Socialist Labour League.

The successes of the League -based on a continuous fight against revisionismstand like a rock between Pennington and his avowed aim of winding up Trotskyism. Thirty years after Trotsky's murder the Stalinists can

be seen to have failed in their efforts to liquidate revolutionary Marxism. Pennington's and the IMG's attempts will not succeed

# Cambodia

FROM PAGE ONE

and capacity of the Indo-Chinese peoples just as they have done with the Palestinians.

The Kremlin and its East European satraps withold recognition from Sihanouk because they are preparing another 'Rogers plan' for the Far East. Cambodia is the Palestine of Indo-China-but Sihanouk has so far refused to be the Kremlin's Nasser. Every Communist Party

member especially must mobilize the trade union movement for the type of solidarity action begun by the Liverpool dockers on May 1. Resolutions calling for the full recognition of the

Sihanouk government by both Britain and the Sovietbloc countries must be moved in every trade union branch in line with this solidarity action.

# Lay-off pay demands grow but Fleet St hopes for MDW 'strings' strikes are in any case cut to the minimum in com-

TWO WEEKS ago workers at British-Leyland's Austin-Morris division plant at Cowley, Oxford, won a resounding victory by getting big wage rises without assisting the management one iota in its plans to abolish piecework and introduce Measured-Day Work.

If anyone working in motors is in any doubt on the plans of the employers, Monday's 'Financial Times' editorial should have cleared up those doubts. We quote: 'Any rational wage structure in the modern motor industry must, by evidence of much experience, exclude the piece-work

system of payment. 'British-Leyland has made strenuous efforts to achieve the abandonment of the worst complications of piece-work payments, but so far the shop stewards have resisted the

Possible danger Nothing could be clearer than that, but what followed indicates the possible danger of a rotten compromise which the trade union leaders-and those in the factories who defend them — could make with the employers. Standard-

Triumph have rightly acted against the company's prac-

tice of laying them off when component supplies are cut off by other strikes. How does the employer see the prospect? The 'Financial Times' continued:

'There is some hope that a bargain may be struck whereby piece-work is abolished (or least reduced in scope); for this the unions may demand guarantees of income during lay-offs caused by disputes in component manufacturing plants.' Any such 'bargain' would

ive the employers everything

'So attractive' They in any case advocate that: 'They too (the components companies) must be persuaded to abandon piecework—which is so attractive to militant trade unionists...

In other words, they will

mount pressure to see that

they want.

ponents by instituting Measured-Day Work—making the guarantee of income during lay-offs worth nothing! There is no way forward along the path of such 'bar-gains' with the motor em-

The end of the 'Financial Times' editorial made it very clear that what is involved is a strategy for struggle between the classes. The employers only use the trade union leadership and their 'bargains' to cover up their plans to inflict defeats on the working class.

In line

That is why the paper concluded: 'What is needed is convincing evidence that a number employers, starting with the government departments the nationalized industries, is determined to resist unreasonable demands, of whatever kind, from the trade

The plans of the motor bosses are in line with the plans of the Tories. The struggles in the car industry must be centred on a struggle to force the resignation of the government.

# 'Pressure' ■ FROM PAGE ONE

'pressure to change Wilson's policies' since 1964, the Stalinists aim to turn the trade union movement towards convincing the Tories to see the error of their ways.

The politics of 'pressure' on Wilson — for example, the election.

kind of policies we saw in

inevitable. This is the direct connec-

undertaken intense diplomatic activities for many months to bring about a peaceful solution to the Middle East crists,' he

part of the preparation for the victory of the Tories at In the trade union movement, this must lead to the

tion today between the international class collaboration called 'peaceful eo-existence', and the opportunism expressed in the Stalinists' programme 'The British Road to Socialism'.

As Stalinism prepares to

# one worker told Workers

enthuses. Now, after calling for

refusal to support our campaign to stop his visit to Nixon in January — was

Without a fight to lead the working class against the political moves of the employers and to force the Tories to resign, retreats are

betray the working class all over the world, its British representatives cannot but play a similar role in the workers' movement here.