

## THE COMING PATERSON STRIKE

The National Textile Workers Union is planning a general strike of the Paterson silk workers within several weeks. Since the Passaic struggle of four years ago which laid the basis for the present organization of the N. T. W. U., there has been no outstanding New Jersey strike. After the Associated Silk Workers Union was split, the N. T. W. conducted a strike of several hundred workers for more than a month.

The N. T. W. is largely known to the silk workers of Paterson through the Passaic strike of 1926, led by the Left wing now organized into the N. T. W. The Paterson workers aided this heroic struggle of the Passaic strikers by raising funds for the relief of the strikers.

At present, as a consequence of the split in the Associated Silk Workers and the weak organization drive conducted in Paterson since then, the N. T. W. has several hundred members signed up. It is upon these forces that the N. T. W. is basing the proposed strike.

### Better Preparations Are Needed

As things stand now, unless more thorough preparations are made before the strike is called, it will be virtually stillborn, even as was the recent N. M. U. strike in Illinois and other even more bombastic "strikes" that have been called by unions directed by the Communist Party officialdom.

The attitude of the entire apparatus of the N. T. W. U. is one of disregard for preparation. It is further, wholly inefficient to care for its tasks properly. As national secretary of the N. T. W. now rests one Clarence Miller, a stupid, lazy careerist, who has a long record for inefficiency and laxness in the Young Communist League, the Passaic strike, etc. But he will take any and all orders of the Stalinized Foster-Minor, et al, Communist Party apparatus.

The N. T. W. has held but very few mass meetings and distributed hardly any literature, as well as taking other organizational steps, in preparation for its proposed general strike. The Paterson local of the N. T. W. is headed by Kushinsky, a colorless and unqualified worker for such a task as the local leader of a big strike. His "qualifications", as with most Stalinist officials, is the readiness to take orders without question. A prerequisite to any successful work among the textile workers by the N. T. W. U. is the removal of incompetents and untrained people such as Miller and Kushinsky. The rank and file of the union need to have a say in the selection of their officials and the conduct of any contemplated activity.

With a proposed strike of the proportions of a general strike of all Paterson silk workers, there is need of far more adequate and detailed preparations. To call the strike in the near future, as planned and with the "leaders" in charge, dooms the strike before the first day is over. Mass meetings, shop meetings, systematic distribution of literature; a rank and file strike committee, the sound formulation of a set of demands of the strikers are among the preparations that yet need to be made. The Stalinists cannot be permitted to play with strikes for the sake of records and the verification of the "third period". The conditions of the Paterson silk workers have steadily worsened. There is need for a movement and struggle that will bring about a strong and large organization of the silk workers and gain them better conditions of livelihood, more wages and shorter hours.

—FRANK BROMLEY

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### NEW YORK OPEN FORUM

Albert Glotzer, member of the National Committee of the Communist League (Opposition) will speak at the Open Forum of the New York Branch of the League on Saturday, March 15th, 1930 at 8 p. m. His subject will be: "WHAT IS THE PERMANENT REVOLUTION?" Admission is free and all interested workers are invited to attend.

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## Miner's Death Toll Mounts

By Federated Press

Coal mine workers' death toll in 1929 was 2,181, according to figures on fatal accidents just released by the U. S. Bureau of Mines. This is an increase of five over the number of deaths in 1928. Besides these men killed on the job, more than 120,000 workers suffered an injury involving loss of working time. Every week 42 men are killed and more than 2,000 injured in or about coal mines of the United States.

In spite of safety campaigns, the death rate in bituminous mines has been higher since 1921 than it was for several years previously. It is now higher than the death rate in the anthracite, although this has also risen above the low points touched in 1924 and 1926.

Mine workers in the United States face a death hazard about twice that of German miners, about three times that of British or Belgian miners, about four times that of French miners. In the American mines out of every ten thousand full time workers more than 40 are killed on the job in the course of a year; in Great Britain, less than 15.

Even the mining companies enrolled in the National Safety Competition in the United States, have brought their average death rate only about one-fourth below the average death rate in other mines. The hazard for workers of all these selected companies is still far greater than the hazard for miners in European countries.

Explosions and mine fires that slaughter many workers in one disaster have been fewer in recent years. But the explosion two months ago at McAlester, Okla., the disaster at Kinloch mine, Parnassus, Pa., a year ago, the Mather disaster which killed 195 men in 1928, and others only less horrible that have found their way into the headlines, remind us that advances in the technique of safety are too largely confined to the laboratory. Many mines are still operated in such a way that an explo-

sion of gas and coal dust can sweep through the workings and kill instantly all the men who are underground.

### Mine Owners Concerned Only with Profits

But spectacular disasters carry off only a small fraction of the miners who are killed on the job. While they have been decreasing, the daily, unnoted tragedies have continued to roll up a stupendous total. About 2,000 workers a year are caught in these "trifling" accidents that never reach the city press.

More than half of all the coal mine deaths in 1929 were due to falls of rock or coal. These falls of roof and side go on steadily, crushing out one or two lives at a time—rarely as many as five men together—and slaughtering more than a thousand workers in the course of every year. The death rate from these falls is steadily higher than it was before 1920, a direct result of wage-cutting and speeding up within the mine. Timbering at the working face to make the roof safe for the workers is in most mines "dead work" for which the unorganized miner commonly receives no pay. Companies making a drive to cut down the death rate from falls of roof usually stiffen up the rules and standards for timbering but do not set up a fair rate of pay for the timbering. So the workers continue to take chances—driven to it; even in "safety" mines.

Haulage accidents underground have also in recent years killed more mine workers than the big disasters. Increase in motor haulage has pushed up the death rate from this cause, especially in bituminous mines. Electricity is in general an increasing hazard underground. Power lines imperfectly protected lead to electrocutions from direct contact. Electric machinery is in use in which the making and breaking of the current flashes a dangerous arc—an explosion hazard as serious as the open lights which are now banned in many mines.

### REGISTRATION OF ALIENS FOUGHT

NEW YORK—A campaign to prevent the passage of any form of legislation registering aliens in the United States has been undertaken by the American Civil Liberties Union in cooperation with other organizations following the action of the Senate Immigration Committee in voting to report favorably the voluntary registration bill introduced by Senator Cole Blease. The bill has been temporarily referred back to the committee through the efforts of Senator Copeland of New York. It is expected that the issue will be fought out on the floor of the Senate. Two compulsory registration bills are pending in the House.

The Union is opposed to any scheme of registration whatever, on the ground that it is "a monstrous scheme of espionage conceived by would-be patriots fearful of alien radicals, and useful chiefly to persecute alien members of trade unions and the Communist Party".

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## Sailors Face Jobless Problem

NEW YORK—(FP)—"Shipping's tough," is the sailor's way of describing the worst conditions of unemployment they have faced since the days just after the strike of 1921. The collapse of Hoover's prosperity has hit them hard.

Ships are laid up, men from ashore are trying to get the sailors' jobs, and some of the largest companies are "rationalizing" their crews, cutting them down to the lowest possible number. Changing from steam to Diesel engines is responsible for a great reduction in the number of men on jobs "below" in the engine and fire rooms. The number on deck has not changed much.

Many big liners have been taken into dock yards for their winter overhauling, thousands of sailors who work the great lakes in the summer have come down to salt water to get winter jobs, and thousands of shoreworkers, finding no work ashore, are trying to get work on the ships.

The "charitable" Church Institute for Seamen still rents tax-free bunks for the same price as do the Bowery flop houses, but the rooms—cubicles—in their new building are to rent at a higher figure. The funds to build this building are donated, the institute pays no taxes, nor does it put out any charity, save an occasional free bed to a man just released from the hospital.

Reading rooms and amusement rooms of the institute are crowded by men worn out by tramping from shipping office to shipping office and along the endless beach of New York harbor looking for a chance to work. Many men with no work all winter have had a hard time of it trying to live. There is no charity for the sailor, though there is plenty of money for the "Sailors' Friends".

Food and working conditions on the ships have become worse, too, with the surplus of men, despite the partial control of these conditions by the shipping laws. Shipping commissioners have shown a more ready tendency to decide fine points—and many not so fine—in favor of the masters.

## CAB MEN REJECT SCAB TERMS

By ARTHUR G. McDOWELL

PITTSBURGH—Another effort to break the taxi drivers' new union, strikeborn and tested in conflict with the Parmelee Transportation Co., was defeated by the strikers themselves when they rejected a proposed settlement, 1,153 to 1.

Cramming the roof garden of Moose Temple to the doors, the taxi men in the largest meeting held since the beginning of the strike rejected almost unanimously the proposal that they abandon their union and receive in return certain wage concessions. The taxi monopoly agreed to a 37 1-2% commission, abolition of fines, damage costs and special charges but opposed recognition of the union.

Sensing before the meeting that the unionists would not tolerate a non-union agreement, Parmelee once more started recruiting of scabs. Mayor Kline's order banning Parmelee scab cabs from the streets still holds, but the company is expected to win a court order with the aid of the state public service commission to permit their appearance.

This commission, headed by a former Mellon Standard Steel Car Co. lawyer, has consistently refused to permit smaller taxi companies to operate, although they have been able to guarantee service through recognizing the union.

A big benefit entertainment was held at a Pittsburgh theater through the solidarity of unionized theatrical workers who contributed 2 acts of vaudeville and all stage, electrical and musical labor involved. The entire city is alive to the challenge to Mellon control of the great open shop iron and steel center. From nearly every variety of organization—including religious—contributions are coming to the strike chest.

The union is maintaining an emergency taxi service for hospitals and similar agencies. "Union Car" signs are seen on the streets constantly as emergency vehicles go about their work with union sanction. The union is thus maintaining a successful taxi service for the city's minimum needs.

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