

John L. Lewis: An Independent Labor Party Is What the Workers Want

Dear Brothers John L. Lewis, Hillman, etc.:

You boys are the big shots in the CIO, but don't let it go to your head.

We put you where you are, us workers in the plants.

As leaders of the CIO, you are supposed to carry out the wishes of the men who put you there for that purpose. We expect you to listen—and then act.

Labor today is at the crossroads. The boss politicians, Republicans and Democrats, the Hoovers and Roosevelts, have given us a swift kick out the back door.

Roosevelt threw us a few crumbs to keep us quiet, and now he has gone visiting where the grass is greener, where Big Business holds sway. He is taking orders from the

Morgans and DuPonts and Rockefellers and their like.

The Democrats and the Republicans have not solved our problems. There is still unemployment, still misery, still starvation in the midst of plenty.

WE'RE TIRED OF LICKING THE BOOTS OF CAPITALIST POLITICIANS.

WE WANT A LABOR PARTY! WE WANT A PARTY MADE UP OF THE ORGANIZED WORKERS, WITH A PROGRAM FOR THE WORKERS.

Roosevelt has launched a program of bullets instead of bread, guns instead of jobs, war instead of security.

We want an INDEPENDENT Labor Party to launch a program of jobs instead of guns, bread instead of bullets!

It's high time you boys stopped hanging around the kitchen door of the White House, looking for scraps like homeless mongrels, and went out among the mass production workers and organized a Labor Party!

We've had our fill of Democrats and Republicans. Nationally they have both flopped. In Michigan they have both been wallowing in one of the most shameful cesspools of corruption and graft this country has ever seen.

In the city of Detroit there is nothing but filth, robbery, cheating, stealing, on the part of the boss politicians. The deeper the grand jury digs the worse it stinks.

The Detroit auto workers ought to launch an aggressive political campaign to clean out the crooked boss politicians

and put in an INDEPENDENT PARTY OF LABOR.

We need an administration that will not steal from the people, but an administration that will get hold of the exorbitant profits of the auto magnates, and provide with that wealth, a job and a decent living for every worker.

We must do the same thing from coast to coast!

That is what the auto workers want... a Labor Party.

How about it, boys? Will you go along with this program, or do we have to get a new set of leaders?

Fraternally yours,

Flint, Mich.

Fred, from Final Assembly

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CIO LANDSLIDE EXPECTED IN AUTO VOTE

Union Shop Maintained On Subways

Transport Workers Force La Guardia to Honor Union's Pact

Mayor La Guardia announced Tuesday, after a conference with John L. Lewis and the negotiating committee of the Transport Workers Union, that New York City would honor the contracts held by the union with the rapid transit lines shortly to be taken over by the city.

The mayor's agreement was incorporated in a letter to Lee Pressman, General Council of the CIO.

This substantial victory of the union was achieved only as a result of the solidarity and determination displayed by the Transport Workers of this city and their threat to tie up the whole transportation system if the city would not recognize their union and continue the contracts which they previously won from the transit companies.

Attempted to Crawlfish

For the past week, since John L. Lewis had his first conference with the mayor, city officials have been engaged in a deliberate attempt to crawlfish on the original agreement with the union.

As late as Tuesday morning John H. Delaney, Chairman of the Board of Transportation, announced that he would introduce a resolution into the Board of Transportation on Wednesday morning which would provide that the Board, when it takes over the transport lines, will assume only the terms and conditions of the present union contract which the Board would deem "not inconsistent with constitutional and statutory provisions."

The union negotiating committee showed how this resolution was a repudiation of the agreement reached with the mayor last week and left enough loopholes for a whole army to march through. The union delegation pointed out that by this resolution the Board would not actually assume the contracts that are at present held by the union but only certain "terms and conditions" of the contract, thus being left free to delete any provisions and terms of the contract which it considered to be "inconsistent with statutory conditions."

Mayor Passed the Buck

It was obvious to all that the mayor had merely passed the buck to John H. Delaney, chairman of the Board of Transportation, in an attempt to get the heat off himself. It was obvious that the mayor was just stalling the union and getting ready once again to double-cross the transport workers of this city.

The union answered in the only language that union-busters ever

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The 30-Hr. Week Is Way Out For Auto!

AUTO WORKERS!

On April 17th, 150,000 General Motors workers go to the polls.

In every plant they are going to chalk up an overwhelming victory for the United Automobile Workers, CIO!

But don't let a victory in the NLRB ballot lull you into a false feeling of security!

You will still have to fight for every single bit of progress you hope to make.

The workers of the Briggs plants in Detroit chalked up huge majority for the CIO in their NLRB vote. But first they had to go out on strike to secure recognition and a half-way decent contract. And in spite of the magnificent struggle the Briggs workers put up, they STILL HAVE NOT SOLVED THE PROBLEM OF SECURITY, nor have they found a place for the thousands of unemployed Briggs workers.

Just as big a majority was cast in favor of the CIO in the Chrysler plants. But Old Man Keller locked them out, and conducted one of the most vicious anti-union campaigns in the history of unionism in the auto industry. And when the CIO finally got out from under that lockout, practically nothing was gained!

An NLRB victory will assure the auto workers of General Motors many advantages, that is true.

It will show the general public that the CIO DOES represent the workers in GM; it will show the middle-of-the-road elements in the plants that they will have to join the CIO if they don't want to be out in the cold; it will go a long way toward wiping out the AFL fakery.

BUT AN NLRB VICTORY WILL NOT GET YOU SECURITY!

The leadership of the Auto Workers union has been on the defensive during the last year since the convention in Cleveland. These leaders have been satisfied to try to hold their own. They have ignored the problem of unemployment, they have ignored the demands of the rank and file for a year-round guarantee of security, they have been fiddling and stalling.

Who secured and held bargaining rights in the plants during the last few months? The militants in every plant who fought battle after battle on thousands of local issues, and forced the management to deal with their committees!

The GM contract, nominally in force, didn't mean a thing. The corporation refused to deal with the CIO, except in those plants where militant workers MADE THEM RECOGNIZE THEIR COMMITTEEMEN.

After the NLRB victory, it is time to march ahead.

The **30 hour week and 40 hours pay** will take up the slack of unemployment. Thousands of your brothers are out on the street begging for relief or WPA, men who should be in the plants.

Unless you fight for the **30 hour week at 40 hour pay**, these thousands of men will be herded into a huge army of scabs, to take your jobs at scab wages at the first sign of trouble.

If you want to protect your jobs; if you want to save the CIO; if you want to establish security in GM plants: **Fight for the 30 hour week at 40 hours pay!**

Your leaders have put this demand on the shelf. Tomorrow, they say, they will ask for it. Is the 30 hour week not needed today? Are they afraid to ask GM for what the workers must have?

But you are not afraid! You fought GM to a standstill in the glorious sitdowns of 1937.

You know that GM made a profit of \$183,000,000 in '39, while thousands walked the streets, locked out by the profiteering Sloanes and DuPonts.

Auto workers!—you have been on the defensive long enough. Give the command to **FORWARD MARCH—FOR THE 30 HOUR WEEK AT 40 HOURS PAY!**



U.A.W. pickets holding their ground against the cops at the Cadillac plant of General Motors in Detroit, January 27, 1937. The picket sign in the picture reads: "This line is rough on rats."

SWP Convention Opens In N. Y.

To Settle Dispute on Russian Question And Map Campaign of Trade Union Work

Over a hundred delegates and alternates are making their way to the special national convention of the Socialist Workers Party this week.

Coming by automobile, by rail, by ship, by thumb, comrades from the Golden Gate all the way to New England and from Oregon down to Texas are converging on New York for the opening of the convention on April 5.

Among those representing the various branches of the party are automobile workers from Michigan, sailors and longshoremens from the West Coast and the Gulf, teamsters from the Mid-West area, steel workers from Ohio, Indiana and Illinois, cannery workers from California and W.P.A. militants from everywhere.

One of the most important tasks of the convention will be the organization of a well-defined program of trade union work under the direction of the aggressive and dynamic new Labor Secretary of the party, comrade Farrell Dobbs.

The convention will take a definite stand on the question of the attitude to take towards the Soviet Union in the unfolding world war. This question has been up for discussion for the past six months with long deliberations in the branches, in which various points of view have been presented in the most democratic fashion. The convention will draw the balance sheet of this discussion and place the party on record for the duration of the war with regard to this all-important stand, which has been a testing-stone for the international working class since the outbreak of the Russian Revolution in November 1917.

A Proletarian Party
In every respect, the convention of the Socialist Workers Party this year is expected to mark a milestone in the development of the Trotskyist movement in this country. The proletarian composition of the delegates, giving vivid testimony to the increase of party strength in the trade unions, will undoubtedly give direction to the deliberations of the convention.

The rank and file of the party has, in the pre-convention discussion, showed that while its concern with theoretic problems is deeply rooted, it is anxious to continue the already successfully begun work of penetrating wide layers of the American working class with its program of transitional demands. Hand in hand with determining its position with regard to the Soviet Union, on which two main tendencies have

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Bridges Gives Bosses Notorious 'Peace' Plan

Everything To Be Arbitrated; Bosses Are All For It

SAN FRANCISCO, Mar. 29—Harry Bridges' much-ballyhooped "five years peace plan" was presented to the Pacific Coast Waterfront Employers Association here Tuesday.

The Bridges proposal is to incorporate present terms of the longshoremens' contract into an agreement which provides that there shall be no strikes or stoppages for the next five years. All disputes as to interpretation of the contract shall be submitted to arbitration.

Bosses Like It

If the barrage of Stalinist propaganda for this kind of "peace" fooled any maritime workers, they were quickly disillusioned. The waterfront employers accepted the principle of the plan without a moment's hesitation. In fact, Frank P. Foise, president of the employers association, let the cat out of the bag by revealing where this "peace plan" really originated. He boasted:

"Last June we (the employers) proposed extension of the contract including the seven points upon which Mr. Bridges bases his new peace formula. We have, therefore, been advocating a similar plan for nine months."

Everything Arbitrated!
But even these points, part of the present contract, are to be subject to arbitration in actuality. For, as Bridges stated in his letter:

"The seven fundamental points (are) to be subject to interpretation by the arbitrator insofar as alleged violation of these points are concerned during the life of the agreement." That leaves nothing out of arbitration.

What Arbitration Did
But the longshoremens have had four years of arbitration. Since 1934 they have operated under voluntary arbitration, never agreeing in advance to accept arbitration of any and all issues that arise. Yet during that period 86 issues have been submitted to arbitration by Bridges. Of these 86 issues the boss has won 62 decisions, the longshoremens only 24.

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G.M. Auto Workers Are Tough In India Too; Win Militant Strike

Workers of General Motors, Ltd., of Bombay, India, won wage increases of ten to fifteen percent in a strike lasting thirteen days in February.

Over 1,000 workers in the plant, organized in the General Motors Workers Union, went out on strike on February 9, demanding wage increases because of the increased cost of living brought about by the war. Pickets blocked roads leading to the factory and prevented scabs from entering the plant. After two weeks of this, the company gave in.

ILWU Convention Opens; Militants For Marine Unity

PORTLAND, Ore., April 1—The convention of the International Longshoremens and Warehousemen's Union (ILOU), opened in North Bend today, with this West Coast union faced by two major problems:

1. The drive of Pacific Coast waterfront employers to shackles the unions with compulsory arbitration for the next five years.

2. The need to reconstitute the once-powerful Maritime Federation along its original lines. An preparation for a show-down fight with the bosses. When the Maritime Federation was founded in 1935, with Harry Lundeberg of the Sailors Union as its first president, it was based on the seven maritime unions directly involved in marine transportation—longshoremens, marine firemen, sailors, marine cooks, radio operators, marine engineers, and masters, mates and pilots.

Stalinists Broke Unity

But then, during the "Popular Front" days, the Stalinists flooded the federation with old-line craft unions and newly-organized agricultural set-ups so that they could get a safe voting majority for their class-collaboration policy. Thereby the Stalinists dealt a heavy blow to the fighting unity of the marine unions, driving out of the federation the powerful Sailors Union of the Pacific, all branches of the Marine Firemen, and the Masters, Mates & Pilots.

In the present "maritime" federation remain longshoremens, cooks, engineers and radio operators. Other affiliates brought in by the Stalinists include boiler-makers, machinists, shipyard workers, inland boatmen, fishermen, cannery workers. Of the four unions in the federation directly involved in marine transport, all now have contracts expiring at different dates. That is the sorry mess the Bridges gang has made of union solidarity.

Want Original Federation

Hoping to free themselves from the cumbersome net of this "maritime" federation and avoid the trap of compulsory arbitration, militant rank and filers among the longshoremens are starting a move to reconstitute the original maritime federation of the seven marine unions. They remember the strength of the maritime federation as it was originally constituted.

Fearing this sentiment, the Stalinists launched a campaign against it before the ILWU convention opened. Mat Meehan, C.P. hatchet man, led off with a slanderous attack in the March 28 "Voice of the Federation," in which he had the gall to characterize this general rank and file sentiment as an "attempt to disrupt the ILWU."

The Stalinists expect a safe majority at the convention. But it will take more than the formal authority of their office to keep the stevedores up and down the coast isolated from their brothers in the other maritime unions.

Main Fight Still Ahead At G. M.

Main Problems To Be Faced After Election

DETROIT—The campaign to roll up a landslide vote for the United Automobile Workers, CIO, in the coming NLRB elections in the General Motors plants will reach its high point in huge rallies to be held here and in Flint, April 6 and 7. John L. Lewis, Sidney Hillman and Phillip Murray, are scheduled as the main speakers.

Auto workers are confident in this area that the organization identified with the great sitdowns which defeated General Motors in 1937 will become their sole representative in bargaining with the corporation after April 17. That organization is the CIO.

There is no question in the mind of any informed person here that the strike-breaking, dual-union outfit affiliated with the AFL will be completely washed out by the vote of the auto workers. Such a verdict at the elections will be in complete conformity with the prevailing situation in the plants where the AFL represents an insignificant minority of the workers.

The Final Touch

Those few workers who still had faith in the AFL after its years of disruption and treachery

(See Editorial on the UAW and General Motors on page four.)

to the auto workers were quickly disillusioned by the publicity issued by the swivel-chair labor scabbers for the forthcoming elections.

In a series of articles purporting to discuss the "issues involved in the General Motors Elections" (AFL Weekly News Service), Green and Co. show their true colors.

There is little these articles say positively about the merits and achievements of the AFL in the auto industry, because there is precious little to say. But if nothing good can be said in favor of the AFL, a whole bucket-full of mud can be slung against it. The CIO, they howl, is a communistic plot, is merely a stepping stone for John L. Lewis' political ambitions, it denounces President Roosevelt (which no doubt is like sinning against the Holy Ghost!) and besides it doesn't have any money in its treasury. That's Green's tale.

But all this is like the red cape to infuriate the bull—behind it is a treacherous piece of steel. Says the AFL Weekly News Service: "The CIO Communist leadership has involved the auto workers in a sea of troubles. It has alienated public respect and public confidence. It has taken millions of dollars out of your pockets by way of costly and needless strikes. It has not tried to organize a union for you. It has tried to mobilize you for a revolution."

Repeats Boss Lies

No auto worker would have to (Continued on Page 2)