

BY FLOUTING THE WILL OF THE PEOPLE - -

ROOSEVELT FOISTS WAR RULE ON U.S.!

Not So Long Ago-- When He Was Asking for Votes

"Our acts must be guided by one single hard-headed thought—keeping America out of this war."—President Roosevelt to Congress, Sept. 21, 1939.

"The time is long past when any political party or any particular group can curry and capture public favor by labeling itself the peace party or the peace bloc. That label belongs to the whole United States and to every right-thinking man, woman and child within it."—President Roosevelt to Congress, Jan. 3, 1940.

"We are keeping out of the wars that are going on in Europe and in Asia."—President Roosevelt to the Young Democratic Clubs of America, April 20, 1940.

"We will not send our men to take part in European wars."—President Roosevelt to Congress, July 10, 1940.

"We will not participate in foreign wars and we will not send our army, naval or air forces to fight in foreign lands outside the Americas except in case of attack."—President Roosevelt to the Teamsters, Sept. 11, 1940.

"To every man, woman and child in the nation I say this—your President and your Secretary of State are following the road to peace. We are arming ourselves not for any purpose of conquest or intervention in foreign disputes. I repeat again that I stand on the platform of our party: 'We will not participate in foreign wars and will not send our army, naval or air forces to fight in foreign lands outside of the Americas, except in case of attack.'"—President Roosevelt at Philadelphia, Oct. 23, 1940.

"I give to you and to the people of this country this most solemn assurance: There is no secret treaty, no secret obligation, no secret commitment, no secret understanding in any shape or form, direct or indirect, with any other government, or any other nation in any part of the world, to involve—no such secrecy that might or could, in any shape, involve—this nation in any war or for any other purpose. Is that clear?"—President Roosevelt at Philadelphia, October 23, 1940.

"I am fighting to keep our people out of foreign wars."—President Roosevelt at Brooklyn Academy, Nov. 1, 1940.

"The first purpose of our foreign policy is to keep our country out of war."—President Roosevelt at Cleveland, Nov. 2, 1940.

What joy there will be in Wall Street! What dancing! What hilarity! What rubbing of palms! Roosevelt on Tuesday night issued a proclamation of "unlimited emergency," fixing a gruesome chain around the lives of 130,000,000 people—each link of the chain trade-marked with a hideous dollar sign.

"Unlimited" indeed! Unlimited exploitation, unlimited bloodshed, unlimited profits, unlimited conquest—an unlimited stranglehold on the liberty and life of every worker and farmer in all the Americas.

No limit at all—save the limits of imperialist conquest and human endurance—OR THE LIMIT THAT WE, THE OPPRESSED AND THE EXPLOITED, OURSELVES PUT ON IT!

This last we can fix BEFORE the very first link of the chain . . . or at any of its succeeding links.

We need only realize our strength and our power, we need only flex our muscles to crack the chain at every one of its profit-gorging links.

Once before we were fooled—in 1914-1918, Bound hand and foot by treachery, deceit, lies and "emergency" compulsion, some of us were driven to slaughter in the Argonnes of the war . . . while others of us were strapped to the machines that ground out a profit with every shrapnel.

Shall we be fooled again? Or shall we in loud speech, AND LOUDER ACTION, lay down our own "emergency" decree: Mr. President, yours is a bosses' war and a bosses' proclamation. We refuse to sacrifice ourselves to the profit lust of ANY imperialism.

Yes, Roosevelt tried to fool us, tried to make us accept the chain of greater bondage willingly and uncomplainingly as citizens sacrificing for a noble cause.

Brooklyn Navy Yard Workers Blast at Frey

Special to Labor Action

BROOKLYN—The Brooklyn Metal Trades Council, consisting of all the AFL members of all the trades in the Brooklyn Navy Yard has expressed its solidarity with the strike of the West Coast AFL and CIO machinists in San Francisco. In a sharply worded telegram to John P. Frey, president of the Metal Trades Department of the AFL, they attacked his strike-breaking activities in leading scabs through a picket line of machinists, bona fide members of the Metal Trades Department.

So wrought up are the Navy Yard workers that at the forthcoming conference of all East Coast Metal Trades Councils to be held in Washington next week the preliminary steps are going to be taken to attempt to remove the contemptible Frey from office at the Metal Trades convention.

The fact that the strike of Local 68, led by Hook and Dillon, was backed by the president of the International Association of Machinists, Harvey W. Brown, removed all remnants of uncertainty from the minds of the Navy Yard unionists about the West Coast strike.

It is significant to remember that the Brooklyn Navy Yard workers have already known the treachery of another ex-big shot of the Metal Trades Department—Calvin, the former secretary-treasurer, who was ousted from office because he put his signature to the miserable two bits a week raise that was issued by the Navy Department last year. They feel that if Calvin can get kicked out, so can Frey.

The news that the Navy Department is providing Navy trucks for strikebreakers, that Rear Admiral Land has proposed before a Senate hearing that the picket lines be smashed by main force, and the rumor that the Navy Department has contemplated towing the ships to the Mare Island Navy Yard for completion has widened the rift between the Navy Yard workers and the brass hats of the Navy. The workers know that these scum are the agents of the anti-labor profiteering boss class.

The Ford Vote Was a Vote For Militancy!

AN EDITORIAL

The results of the election at the Ford River Rouge and Lincoln plants demonstrate the value of militant unionism and the preference of the workers for a union that will go out on the picket line and fight. That is precisely what this victory of the CIO means. This is a challenge to the leadership of the CIO and should serve as an example to the membership of the AFL, led by its Greens, Freys and Wolls.

We suspect that few people, workers and others, took seriously the pre-election boast of the AFL that it would carry the elections. What had the AFL done to win the confidence of automobile workers? Who organized and led the militant Ford strike? Was the strike led by Green, Frey and Wolf? Did the automobile workers learn militant unionism from the AFL's Scalise, Bioff or Brown of the AFL theatrical union? We suppose that it was the AFL leaders who put those thousands of workers on the picket line and the automobiles bumper to bumper around the Ford plant.

If it were not for the fact that Deacon Bill Green is a labor leader he would simply be funny. Under his leadership there wasn't a chance for the AFL to win that election. Green doesn't believe that the bosses are the enemies of labor. Speaking before a gang of bosses in Chicago recently Bill said: "Far from regarding employers as the enemy of workers, the AFL seeks to establish an economic partnership between employer and workers, justified by their dependence on each other and their respective contributions to industrial progress."

Ford with his goon squads, Allis-Chalmers with its armored cars, Bethlehem with its company unions, and all the rest of the employer outfits with their low wages, long hours, exploitation, are not regarded by the AFL (meaning Green, Frey, Hutchinson) as enemies of the workers.

And also, there is "an economic partnership between employer and workers." It's a hell of a partnership. The bosses take millions of dollars in dividends and interest from that partnership and the workers take the scraps. What kind of partnership is there between Grace's salary of \$1,300 a day and his steel worker partner with \$5.80 a day? Gifford of Bell Telephone gets around \$500 a day. It must make his partners on the telephone poles at \$5.00 feel very good to know that they are in partnership with such a noble boss.

There are thousands of militant workers in the AFL just as there are hordes of such workers in the CIO. The CIO workers have shown the AFL workers how to fight. These CIO workers have also served notice on the CIO leadership that they don't want any AFL type of leadership. The vote of the Ford workers for the CIO union should serve as a warning to the CIO officials that they must not become Greens, Freys and Hutchinsons.

Tremendous Transport Rally Gives City Union-Busters Something to Think About

By SUSAN GREEN

NEW YORK CITY—The latest move in the splendid fight of the Transport Workers Union for its continued existence in New York City was a tremendous rally at Madison Square Garden on May 21. If Mayor La Guardia still thinks that by going into the business of running subways, he and the Board of Transportation can break up this powerful union, he has missed the significance of this great gathering of the pro-unionists of the city.

Unionists and supporters of the union cause in New York City, numbering 22,000, jammed the Garden to endorse the life and death struggle of the TWU. An estimated 20,000 could not get into the Garden and many thousands remained on the streets to listen to the speeches as they came through the loud speakers.

Parade From Hall

Even more impressive and stirring than the enthusiasm reigning inside the Garden was the well-organized parade of members of the TWU from their headquarters on 64th Street down Eighth Avenue. They did not go to the rally as individuals to assemble within the protection of four walls. They came through the city streets guarded by police on foot and on horse, and lined by sympathetic or curious people. They came as a UNION, as ONE, giving life to the placards they bore, "UNITED INVINCIBLE."

The marchers were formed in com-

panies, each with a captain and each with the banner of the division of the TWU to which they belong. There were car inspectors, lamp trimmers, signalmen, carpenters, locomotive engineers, switchmen, ticket agents, office workers and all the other categories. Men, women and children marched together. Banners and placards were carried by women and children—even by little ones of five and six.

The BMT, IRT and Independent subways were represented, as were the bus and trolley lines. Workers of the Harlem Paint Shop came by. The Women's Auxiliary of the TWU marched in a company of its own.

The band at the head of the parade played "Solidarity Forever" and other union songs. Banners of bagpipers were interspersed along the line. The marchers shouted greetings to their friends on the sidewalks and invited them to join. And from the sidewalks came shouts of "Atta boy!"

It was a sight to see. A young woman member of the State, County and Municipal Workers Union said to me, with deep emotion in her voice: "This makes me feel that labor has a chance to get anything it wants."

The keynote of the huge demonstration was the demand for collective bargaining. Slogans displayed in the parade and inside the Garden called for genuine collective bargaining. Speakers declared that the state and federal laws granting workers the right to collective bar-

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The Government Is a Strikebreaker!

Last week the Roosevelt government demonstrated its real attitude toward labor by ordering the marines to load and drive a few hundred misguided workers through the picket lines of strikers at the San Francisco shipyards.

The naval commander of the district announced that approval of Washington was received before this strike-breaking act of the government was perpetrated.

Those workers who returned were hauled in navy trucks guarded by marines. The statement of the naval district commander, at San Francisco, that the marines were not acting as guards is of course a brazen lie. His statement that the marines were not armed is not very clever. The marines are part of the armed forces of the United States. They represent the federal government and the President, who is commander-in-chief of the army and navy. Every official act of the army and navy is an act of the United States government, of which Roosevelt is the head.

The marines drove those trucks through the shipyard

picket lines by authority of the Roosevelt government and in its name. Whether or not these marines carried arms is beside the point. The authority under which a marine acts, and his prestige and influence, are not primarily a matter of guns and bullets. His authority and influence flow primarily from the fact that he represents the government. Since the vast majority of citizens respect, accept or fear the government, it is not necessary in most instances for government representatives to go armed.

The San Francisco shipyard workers know these things. They know also that the marines, just like the police, are an instrument of force. The authority of the federal government was paraded out in front, but lurking in the background was all the viciousness of which the marines are capable.

Those Roosevelt government marines were there to break heads and kill if the strikers put up any resistance.

The most criminal and treacherous role was played

by John P. Frey, president of the Metal Trades Department of the AFL. This stinking, filthy rat was the originator of the government strike-breaking scheme.

He announced that he would lead the way through the picket lines. He took good pains, however, to go through on one of the trucks under the protection of the "unarmed" marines. He didn't dare show his rotten carcass on foot before the militant strikers.

We are not surprised at the government attempting to break a strike. This is one of the chief functions of an imperialist government. We are not surprised at the bloodthirsty Admiral Land. Suppressing workers is one of the roles that admirals and generals are expected to play. But Frey, that's something else. He poses as a labor leader. The workers have to take responsibility for him. They don't have to take responsibility for the government and Admiral Land. It's the bosses' government and Land is the bosses' admiral.

Frey is a traitor and a stool-pigeon. He is no more fit

to be a labor leader than any other strike-breaker, scab or stool-pigeon. Any rank and file worker who performed such an act would be driven from his union. What are the AFL workers going to do about Frey?

The workers who followed Frey and the marines have many things to learn. How did they feel riding through that picket line on a navy truck in the company of U. S. marines? Did they feel any better or any happier than they would riding through a picket line in a police wagon in the company of a bunch of bull necked flat feet in police uniforms? Do these poor devils think there is any difference between the police and the marines? We'll tell them: there is no difference!

The Roosevelt government is a strike-breaker. Frey and the marines who drove through that picket line are strike-breakers. The workers will have to learn to deal with strike-breakers, no matter where they come from or what they belong to.

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Who's Behind Lindbergh?

The America First Committee: Reading from Left to Right

By DWIGHT MACDONALD

Last Friday, May 24, the America First Committee held a mass meeting in New York City's Madison Square Garden.

By now the America First Committee is far and away the dominant isolationist outfit in the country.

Lindbergh has become the chief mouthpiece for America First? But who is behind the Committee—and behind Lindbergh?

BIRTHPLACE: YALE UNIVERSITY

America First took definite shape only last fall, as the presidential campaign was going into its last weeks.

One of the men was CHESTER BOWLES, JR., head of Benton & Bowles, a big Manhattan advertising agency.

The second—and more important—adviser of young Stewart was WILLIAM R. CASTLE, JR., a wealthy Harvard man.

tics and has been termed by observers "definitely the brains of the America First Committee."

BIG BUSINESS AND AMERICA FIRST

With such parents, it is not surprising that America First should have accumulated quite a load of big business supporters.

One of the first converts was HENRY FORD, whose relationship to the Committee is peculiar enough to deserve a paragraph here.

Other big business names on America First's National Committee are: GEN. ROBERT E. WOOD, national chairman.

THE LEFT WING FORMS

Since its line is exclusively concerned with keeping America out of the war, without any commitment as to either the political reasons for this or the kind of a social system a peaceful, "inde-

pendent" America should build, the America First Committee has attracted a richly variegated following.

The leader of the liberal wing in the Committee is the energetic JOHN T. FLYNN, one of the founders of the Keep America Out of War Committee.

Recently, no doubt largely under Flynn's influence, America First has been working more and more closely with the Socialist Party.

"NAZI TRANSMISSION BELT"?

America First has also been philandering on the extreme right with various outright anti-Semitic and semi-fascistic characters.

The Readers of Labor Action Take the Floor

SAYS WE RADICALS ARE TOO SUSPICIOUS

Dear Editor: The single-handed defense and support of the Negro being given by PM is roundly berated by J. R. Johnson as being two-faced.

the Negroes that PM is doing. Yet this does not satisfy the radicals. It is typical of their technique.

Carl Peterson, Chicago, Ill.

(We just want to be sure that the \$15,000 isn't counterfeit coin. So,

Boyle Gets a Shock - - It's a Union Job Too!

By TED LYONS

For quite a while now it has been an established fact around these parts that "Umbrella Mike" Boyle has undisputable possession of Chicago's electrical workers.

Long and black is the record and many and dirty are the deeds attached to the infamous past of "Umbrella Mike's" role as chieftain of the Chicago IBEW-AFL (International Brotherhood of Electrical Workers).

A model racketeering union, ruled by the black-jack and seconded by the gun, steeped in the worst traditions of the most outworn reactionary AFL craft policies, the Chicago IBEW has terrorized and subdued its rank and file and turned the union into a well paying machine of the Boyle bureaucracy.

But, as the old saying goes: "Uneasy lies the head that wears the crown"—and of late Czar Boyle has been as nervous as a jitterbug with his pants full of itching powder.

And Mike Boyle is a thoughtful man these days—for he's begun to see the handwriting on the wall of his own union stronghold.

A short time back a few of the workers in a small Chicago plant got tired of their lousy conditions and low pay and decided to see if unionism would help them.

One of Boyle's lieutenants, a man close enough to Mike to be able to call him by his first name if he smiled, took over complete charge of organizing this small plant.

But the boys, being just raw and unskilled workers and not understanding the highly skilled intricacies and maneuvers of the Boyle outfit, just kept on pestering hell out of the organizer.

The boys, being "unskilled" workers, were still not satisfied. Yes, it was nice to have a union label, looked awful pretty and all that, BUT—what about our bad conditions and our pay increases?

Two or so IBEW skilled electricians were hired by the boss and for this he was given the union label.

To make a long story short, the Mitchell Co. workers saw just what the IBEW had to offer and went to Local 1121 of the UERMWA (United Electrical Radio Machinist Workers of America, CIO) and within two days after the CIO went to work on the job, they had signed up a majority of the plant!

The IBEW now began to act quicker. Working in close agreement with the Mitchell Co. bosses and three stooges in the plant, the IBEW tried to put over one deal after another to herd the workers into the AFL. In the IBEW

atin it but struck a nearby workman in the groin. They carried him to the dispensary, where he bled to death waiting for medical attention.

These cases are not exceptions, they are the norm at B&W. The patriots are too busy carting off the take to worry about a few workers being killed.

D. W.

IRON WORKER FIRED FOR UNION ACTIVITY

Dear Editor: I think this story will be of interest to your readers. One of the most militant workers in our shop was canned last week.

Only two months after he came to work in our shop he was responsible for directing general discontent that

11,000 North American Workers Rally Around "75-10 or Strike!"

By JACK WILSON LOS ANGELES—"75-10 or strike!" This battle cry rallied 11,000 workers of the North American Aviation Co. this week as they prepared to struggle for a 75 cent hourly minimum and a general 10 cent blanket raise which the company refused to concede in negotiations.

Hot on the heels of winning a National Labor Relations Board election over the AFL, the CIO Auto-workers Union presented a contract for North American to sign.

Besides recognition of the union, the wage demands constituted the major points of the contract around which the fight is centering.

Sentiment among the workers for the CIO increased rapidly when they saw a struggle coming and hundreds upon hundreds of them immediately joined the CIO so that a strike vote polled 5,829 for a strike and only 210 against!

Many of the employees were not eligible to vote yet, since they were just hired, but the overwhelming

Local (134, Boyle's own) they would be classed in what is known as a B rating, or second-class members.

Every trick was brought to play by the IBEW. They tried to entice workers by setting up spacious headquarters where free beer and liquor were served.

In the meantime the CIO kept issuing leaflets, holding meetings, explaining what a bona fide union like the UERMWA, Local 1121, could do for the workers—and then came the National Labor Board hearing.

Boyle's personal lawyer, Emory Smith, presented the AFL's case in the Labor Board hearing. Smith is the notorious anti-labor, red-baiting lawyer who sent the Du Quoin boys up the river for a long stretch in the penitentiary for organizing the Illinois coal miners into the Progressive Mine Workers some years ago.

The Labor Board ordered an election. One just needs to read the results to know what's what: 186 votes for the CIO, 15 for the AFL, 0 for no union (showing clearly who the boss backed).

That's the story. Just a small plant—but it's a vital part in the fall of the Boyle method of racketeer unionism and the coming to Chicago of a real, militant, progressive trade union movement.

existed among all the men into organized union channels. We decided to hit the boss with a list of demands. He was one of the members of our negotiating committee. He must have done some tall talking in the negotiations because he was canned after the first meeting with the boss.

A week before negotiations were to continue this fellow was canned. According to our analysis the boss was trying to force us out on strike. He has no steel and none will be delivered for a week. He keeps the

men on because he is afraid that they will get other jobs, but he knows that if we strike we'll stick until the fight is over. The union, International Association of Bridge, Structural and Ornamental Iron Workers, Local 473, is taking the case up with the Labor Board.

Iron Worker, Chicago, May 22.

Ford Workers Hit Speed-Up, Lies in Press

LONG ISLAND CITY—The boss press, in the frantic effort to find a breach in the ranks of organized labor, last week invented and ballyhooed a story that workers at the Ford Instrument Co. had offered to give up their vacations and work a 60-hour week.

According to the union statement, "95 per cent of the membership voted down the proposal of the management" to have the workers surrender their vacations and "never offered the management to work 60 hours per week."

Richard T. Frankenstein, UAW director of aviation organization, pointed out that in 1939 North American made \$7,600,000 profit, which is 96 per cent of the total capital investment of the company.

In 1940 it made \$7,800,000. In other words, in two years it got back all the money put into building the company, and it has the plants free and it is making huge profits from more government orders.

So the CIO chose this company as a "must" on its list in the fight to establish a minimum of 75 cents an hour in aircraft.

Victory at North American means further impetus to the CIO aircraft drive in Douglas and other plants and should establish the CIO over the AFL in the industry.

These thoughts were in the minds of the union negotiation committee which was called to Washington on Monday by the Roosevelt Mediation Board. The board will try to sell them a phony compromise.

Back here the ranks are watching closely. "75-10 or strike" is their slogan. They are ready to fight for their rights.

NO GOVERNMENT CONTRACT WITHOUT A UNION CONTRACT!

PRESS ACTION

25c SUB DRIVE Enthusiastic responses are beginning to come in on the 25c Subscription Drive announced in last week's column.

St. Louis, a branch with a quota of only 10 subs, already has sent in 21 and expects to send in more!

Several other branches have written in approving the 25c introductory subscription and stating that they expect to "go to town" on this drive.

But it is disappointing to note that some branches have taken no note of this campaign at all; neither letters approving their quotas nor subs have come in to date.

We expect to hear from ALL branches on this 25c Introductory Sub Drive. This is a short campaign . . . only 2 months, and the national quota set is extremely low . . . only 200 subs.

So . . . let's hear from all of you this week. We want to be able to report at least 50 more subs received before the next issue of LABOR ACTION. How about it?

DISTRIBUTION DOPE

St. Louis sold 75 copies of LABOR ACTION at an America First meeting a couple of weeks ago.

New York distributed 2,000 LABOR ACTIONS at a TWU meeting at Madison Square Garden last week.

Conscript the War Industries Under Workers' Control!

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Enclosed find 25 cents for which please send LABOR ACTION for three months to:

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