

Workers! Fight For Your Right To Strike!

Army Strikebreaking And Drafting Strikers Is Aimed At The Entire Labor Movement

The right to strike—the sacred right which was won by struggles of millions of workers over a period of decades, by struggles in which thousands of workers gave their lives—has been taken away. On Monday that right was taken away by force of arms from the United Automobile Workers at the North American Aviation plant.

And on Tuesday a government ultimatum was served on the Die Casters Union to settle immediately its strike against the aluminum monopoly or likewise have its picket lines broken by the Army. "You show me a case like the North American Aviation case and we'll act just as we acted then," says Assistant Secretary of War Patterson. Such a "case" would be any strike in any plant working on "national defense" orders. That means 90 per cent of American industry. If Roosevelt and the capitalist class are permitted to continue the tactics they followed in Inglewood, California, the right to strike will be completely done away with.

Read the text of Roosevelt's order sending the troops against the North American Aviation strikers. It justifies this foul act by (1) the "national emergency" (2) government contracts and government-owned materials in the plant (3) the strikers' refusal to continue agreeing not to strike while negotiations and mediation dragged on indefinitely. There is nothing peculiar about these three conditions at the North American Aviation plant; any or all of these conditions will be true in every other important plant. Roosevelt's reasons for sending troops against the UAW-CIO in Inglewood apply to practically every other conceivable strike in industry.

If Roosevelt's order didn't make that plain, it became crystal-clear a few hours later when, with Roosevelt's express approval, General Hershey ordered all draft boards to call up for reclassification ALL strikers previously deferred because of the nature of their work. Not "irresponsible" strikers—the pretext used by Judases like Hillman about the North American Aviation strikers—but ALL strikers.

A precedent has been set by the use of the Army against the North American Aviation strikers. From now on the employers will sit back and stall on the legitimate demands of the workers. The employers have nothing to lose. Their government is ready to break any strike the workers might decide to call.

And worst of all, this precedent was supported by spineless, belly-crawling labor "leaders" who in the moment of crisis revealed their true role as labor lieutenants of the capitalist class.

In his "fireside chat" of May 27th, Roosevelt called upon "both" employers and workers not to interfere with "national defense" by stopping production. In a tone of impartiality he cautioned both-labor and capital.

But against whom was the army called out? The army was called out against the workers. The plant was temporarily taken over to break their strike. The employing corporation gleefully welcomed the army.

Dare anyone claim that this was because labor was wrong and capital was right in this case? The facts annihilate such a claim. The UAW-CIO won the NLRB election at the plant. The 40 to 50-cent an hour minimums and other corresponding wages at the plant are below the subsistence standard of living, even as computed by government agencies. The strikers were demanding a 75-cent an hour minimum and a ten-cent increase for others, obviously reasonable demands, in the light of the rising cost of living.

The corporation could scarcely pretend it couldn't afford the raises. Its own figures show it made a clear profit of over seven million dollars in 1940—\$855 on every worker it employed that year. It topped all other aviation firms in rate of profit in proportion to sales. With a \$204 million back-log of orders, it is certain to make far bigger profits in 1941.

Despite all this the company, when finally forced into negotiations on April 16, proceeded to stall. When, more than five weeks later, the union membership voted overwhelmingly in favor of strike on May 23, the company kept on stalling. In the thirteen days between then and the beginning of the strike, the union made every effort to reach a peaceful settlement.

The company made no effort to settle—and now we may well wonder whether its conduct throughout the negotiations was not based on an understanding with government officials. Conciliation and mediation officials showed no signs of getting the company to stop stalling. These were the conditions under which the workers struck.

To be sure, production was interfered with. If, however, the only purpose of the President was to prevent a cessation of production, why didn't he order the management to grant the workers' demands? Why did he not threaten to take over the plant if the management did not grant the workers their demands? Why did the President not take the plant over and immediately call the workers back to work by granting those demands?

Instead, all Roosevelt's pressure, all his force, were used against the workers. Roosevelt did not exert any pressure nor any force, nor did he use the Army, against the bosses. This is the naked fact and it cannot be contradicted by the apologists for Roosevelt.

These apologists will eagerly seize tomorrow upon some minor action of Roosevelt and offer it to the workers as proof that Roosevelt is after all a "friend of labor." Yes, it is true that Roosevelt is perfectly willing to go on playing the game of being a friend of labor—so long as it does not interfere in any way with vital capitalist interests. An occasional gesture in the direc-

(Continued in editorial columns, page 6)

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ARMY BREAKS STRIKE--BUT WORKERS' MORALE IS HIGH

Draft Order Is Aimed Against Every Strike

Draft Order Is "Work Or Fight" Ultimatum To Every Trade Union

The draft administration's "work or be drafted" strike-breaking edict, issued Monday, is being put into immediate effect everywhere.

Draft boards in Los Angeles anticipated the order by reclassifying 100 striking North American Aviation strikers to Class 1-A.

Immediately following the order's issuance, Captain Charles Going, California draft head, announced the order would be put into effect against the striking CIO and AFL machinists in the San Francisco shipyards.

West Hartford, Connecticut draft officials promptly hailed the order as vindication of their previously having reclassified to 1-A a CIO striker at the Hanson-Whitney Company strike.

Cleveland draft board officials announced Tuesday that if the aluminum strike continued, strikers would be put in class 1-A.

The purpose of the draft administration's order is to supplement the use of troops to break strikes.

"Troops can't make planes!" was the slogan of the North American Aviation strikers.

No one realizes this more than Roosevelt.

Plants cannot be operated without the workers. And not just any workers, but workers who have been trained in the job.

It isn't enough for Roosevelt to send troops to escort a few hundred scabs back into a struck plant. To break the North American Aviation—or any other strike—he must force the original workers back to work. To do this he is threatening the workers with army service at \$21 a month.

Brig. Gen. Lewis Hershey, acting national draft administrator, a few hours after the troops arrived in Inglewood, California, set in motion the second half of Roosevelt's strikebreaking tactics.

At the direct instruction of Roosevelt, Hershey issued orders to the state draft heads to cancel all draft deferments of striking workers.

Roosevelt believes, as Wilson did, that the "Work or Fight" formula will be a decisive weapon in driving workers back into strike-

(Continued on Page 3)

They're Still Picketing



Undaunted by the presence of 3,500 federal troops confronting them with fixed bayonets, these militant strikers of the North American Aviation Corp., Inglewood, California, last Monday continued their picket lines, marching directly up and down the ranks of the soldiers. The next day the army authorities banned all picketing.

Bitter And Fighting Mad, They Vote To Go To Work

By BILL MORGAN

LOS ANGELES, June 10—3,500 strikers, members of Local 683, United Automobile Workers (CIO), still fighting mad and determined to maintain and strengthen their forces inside the plant, met this morning and accepted the advice of local union officials to formally end the North American Aviation strike.

In the late afternoon the strikers formed solid ranks and marched in a body to the plant area, where troops halted them and permitted only night shift workers to enter the plant. Day shift workers were forced to remain outside a restricted zone established yesterday by the military, within a mile radius of the plant. They will be permitted to enter the plant tomorrow morning.

As an act of reprisal against the strikers, three night-shift members of the local's negotiating committee were barred from the plant. It is expected that attempts will be made to bar other strike leaders tomorrow, as the troops are examining each worker in an attempt to weed out the leading militants. Action of the UAW International officials in declaring the local's officers suspended has served as the pretext for this discrimination.

WORKERS ARE BITTER

The workers are bitter and stunned by Roosevelt's strikebreaking use of federal troops. They have learned fast in the past two days. And the main thing they have learned, emphasized by bayonet points, is that Roosevelt is no friend of labor.

During most of last night and today, as thousands of patrolling troops imposed martial law for a mile around the plant, the area was a virtual war zone.

Outside the restricted zone, in the southwestern suburbs where most of the strikers live, motorized troops patrolled the streets throughout the night.

WHEN THE TROOPS CAME

When the troops marched in yesterday morning, the strikers were lined up 6,000 strong around the plant. As army trucks filled with armed soldiers, their steel bayonets glistening in the hot sun, first rolled up the road, some of the younger and less experienced workers cheered. The older workers smiled grimly. The soldiers didn't return any greetings. They looked straight ahead.

Then the troops formed ranks, bayonets thrust forward, and began to deploy toward the line of pickets. Machine guns were quickly placed at strategic spots, their deadly nozzles bearing directly on the mass of workers.

"Move on!" came the grunted command. No worker cheered now. They began a reluctant retreat, giving ground slowly, a step at a time.

Suddenly a bayonet flashed and there came a sharp cry. Carl Clement, one of the pickets, had been stabbed in the thigh for not moving fast enough.

The troops moved ruthlessly. (Continued on page 3)

Minneapolis Truckdrivers Vote Affiliation To CIO

Overwhelming Majority Of Minneapolis Truckdrivers Vote To Withdraw From AFL; First Step To Organize Country's Truckers

MINNEAPOLIS, June 10, 1941—The union-busting combination of Teamsters' President Daniel J. Tobin, reactionary Republican Governor Harold E. Stassen and the Minneapolis bosses was jolted by the mighty fist of Drivers Union Local 544 when its members voted by overwhelming majority at their meeting last night to quit the AFL and join the CIO.

Tobin had proposed to the Local 544 delegation at the Washington meeting of his International Executive Board, June 3, that a dictator-receiver

be appointed over Local 544 with absolute power to remove the lawfully elected leadership and run the affairs of the union.

Immediately thereafter it was discovered that Tobin was conspiring with Governor Stassen

and Blair, head of the State Labor Board, to sign agreements with the bosses behind the backs of the teamsters. The swift and sudden move of Local 544 in bolting to the CIO

caught this unholy alliance completely off-guard, upsetting their conspiracy and placing the union and its membership in a strong position to take the next steps in their struggle to renew their contracts.

There is no possibility of appeasement with Tobin or any of his agents. Local 544 is through with the AFL and has gone over to the CIO, lock, stock and barrel.

A. D. Lewis, Chairman of the United Construction Workers Organizing Committee, CIO, had invited the truck drivers to affiliate at their Monday meeting, stating:

"We visualize this move on the part of the truck-drivers of Minneapolis and our organization as the first step towards the complete organization of all truck-drivers in the United States in the CIO."

The Executive Board of Local 544 announced that it had accepted Lewis' invitation "in order to liberate itself from the dead hand of a reactionary dictator and to align itself with a more progressive section of the American labor movement. Its CIO charter will permit it to move forward at a faster pace and on a wider scale to protect and promote the interests of its membership, to secure new wage gains to offset the swiftly rising wartime cost of living, and to find for itself and its members a place in the American labor movement where liberalism, militancy and progress will be rewarded rather than punished."

OVER 4,000 AT MEETING

The membership meeting which took these momentous actions was one of the greatest outpourings of labor Minneapolis has seen in recent years.

(Continued on page 3)

What Wall Street Really Thinks Of FDR's "Socialism"

What Wall Street actually thinks about the "draft property" idea is disclosed in the following report from the financial section of the New York TIMES, June 8.

"Wheat and cotton soared yesterday to new high levels for the season. Stocks followed, supported also by word that President Roosevelt is prepared to take over the North American Aviation Corporation's plant unless the strike there is ended tomorrow."

Yessir! Wall Street's all for Roosevelt's "Socialism."

Dobbs' Speech to the Truckdrivers

MINNEAPOLIS, June 10—Farrell Dobbs' speech to the membership meeting of the Drivers Union follows in part:

This is a fight to the death between Local 544 and Dan Tobin. Local 544's leaders have the guts to fight the employers, which is a lot more than Tobin can say.

Tobin has a grudge against this union. His grudge is that the leaders of Local 544 are not yes-men, whom he can kick around as he pleases.

OUR FOUR CRIMES

In Daniel J. Tobin's eyes, this union is guilty of four great crimes.

Our first crime is that we believe in fighting the bosses all the way. Tobin doesn't believe in this. I hope you all read the little editorial on the inside front cover of the June issue of Tobin's personal organ, wherein he states:

"Business agents and salaried officers of unions are going to be held mainly responsible by the state and federal governments for the actions of their members as time goes on. In most instances paid representatives of local unions are in a position to stop trouble. In some few instances they are

not strong enough to stop the rank and file, but in those instances where they fail or where they are unable to protect the rank and file from themselves, they should notify the International Office of such failure."

Translated out of Tobin's language into English, that paragraph is a warning and a threat to every official of every IBT local that Tobin doesn't want the drivers asking for higher wages, he doesn't want any trouble, he doesn't want any strikes, he doesn't want to pay out any money for strike benefits. And God help any business agent or officer who can't hold down the drivers and get them to lie down. If they can't do it, Tobin will have their scalps. That's what Tobin is saying in his editorial.

Local 544's second crime in Tobin's eyes is that the delegates from this union to the last convention of the IBT—Tobin permits a convention once every five years—voted against his proposal that he be given dictatorial powers to force arbitration upon any affiliated local. One of the delegates to take the floor, against this reactionary program was Miles

Dunne, who made such an effective speech it took Tobin half an hour to get the convention to order. Brother Dunne was not the only unionist at the convention to blast Tobin's program; delegates from the East and West Coasts spoke against it. By agreement with other progressive delegates, Miles Dunne made his talk; together, the convention was able to deal Tobin a stiff defeat, something unheard of at IBT conventions.

Local 544's third crime, according to Tobin, is that representatives of this union took the lead in organizing the over-the-road drivers and achieving the 11-state area contract. In this drive, about two hundred thousand new members were brought into the IBT. Tobin fought against this successful campaign from the start. He tried to disrupt our drivers' council that launched the over-the-road campaign. Once the successful fight was over, Tobin immediately clamped down and began to expel or push aside all those whom he couldn't absolutely control and integrate into his machine.

Our fourth crime is that the

