

UAW Board Backs CIO Drive To Organize Teamsters

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SEAMEN DEFEAT MARITIME COMMISSION

Why Churchill Doesn't Open A Western Front

An Editorial

By FELIX MORROW

After three months of the Soviet-Nazi war, the British Stalinists are compelled to admit that their support of the Churchill government has failed to secure from the "democracies" adequate aid for the Soviet Union.

At one of the open air mass meetings being conducted by the British Communist Party, demanding that Britain open up a western front, Harry Pollitt summed up the Churchill government policy "Churchill's policy announced on September 9, completely failed to satisfy public disquiet. . . Taken in conjunction with statements by Lords Moynie and Clement Attlee in behalf of the government, we have a declaration of definite policy which can be summed up as limited assistance to Russia, rejection of military action and 'ceaseless study of the whole problem.'"

"It is in this connection that Col Moore-Brabazon's statement takes on the greatest importance," he continued. "It becomes not an isolated episode or 'indiscretion' but a test of government policy. The fact that his statement was not repudiated emphasizes that what Moore-Brabazon said and what the government explained as its policy may have been differently phrased, but from a viewpoint of practical effect were not very far removed." (Daily Worker, Sept. 22, 1941.)

It will be recalled that at the British Trade Union Congress, Aircraft Production Minister Moore-Brabazon was accused of having said that the Russians and Germans should be left to kill each other off, leaving Britain master of the Continent.

Pollitt, in short, is now implicitly charging that the Churchill government has no desire to see the Soviet Union victorious.

Why doesn't the Churchill government want to see its Soviet ally emerge victorious? Pollitt dare not ask, much less answer, that question. The Stalinists must avoid that question at all costs. For the answer to that question would condemn the Stalinist policy of supporting Churchill and Roosevelt.

Instead, the Stalinist call for continued support of the Churchill and Roosevelt governments' war and for "public pressure" as a means of securing adequate aid from Churchill and Roosevelt for the Soviet Union. That is, the sole explanation offered by the Stalinists for the failure of the "democracies" to aid the Soviet Union is that as yet there has been insufficient "public pressure" on the rulers of the "democracies."

We can see the problem a little more clearly, perhaps, if we examine the demand raised by the Stalinists for the opening of a western front.

Is it militarily possible for the British to open a western front—that is, land a major expeditionary force on the European continent? The Stalinists insist that it is not only possible, but the best move now open to the British in the war against Hitler. Some Stalinist commentators refer particularly to Spain as the best place for a British landing. With Gibraltar already in British hands, and with the Spanish people utterly opposed to Franco and his collaboration with Hitler, a British landing could easily be effected, say the Stalinists. It is undoubtedly with reference to opening up a western front that Litvinov, in a telegraphed article to a British paper, pointedly warns that humanity is following with deep interest "not only the military events on the eastern front but also the relations between the Allies."

The Stalinist insistence on opening up a western front is supported by certain obvious facts. The main forces of the Nazis, both on the land and in the air, have been for three months involved on the eastern front. The weakness of the Nazi air resistance to British raids on Germany and occupied territory indicate that the Nazis for the present do not have a major air arm in the west. Under these conditions it is certainly plausible to argue that a western front could be opened by Britain.

Under infinitely less favorable conditions the British landed an expeditionary force in Greece. Why, then, couldn't they land an expeditionary force now which will, at the very least, draw off a considerable section of the Nazi forces from the eastern front and thus ease the situation of the hard-pressed Red Army?

Why? Is it merely a difference of military opinion? If that were all, then the British military authorities might be convinced by the arguments of the Red Army staff. But the form of argument in which the Stalinists put their main hope is not the opinions of military experts but mass demonstrations in Britain. That means that the difference of opinion is not one between military experts but of political outlook.

Why, if it is militarily possible, don't Churchill and Roosevelt (Continued on Page 4)

NY Banquet To Honor Indicted SWP Leaders

A solidarity banquet to honor the leaders of the Socialist Workers Party who are under federal indictment for "seditious conspiracy" will be held at the Hotel Diplomat, 108 West 43rd Street, New York City, on Friday, October 3, starting 7 P. M.

This banquet, which is being sponsored by the New York Local of the SWP, will be the last opportunity for the New York party members and sympathizers to express their solidarity directly with the indicted leaders before they leave the city for their trial in Minneapolis beginning October 20.

Among the speakers at the banquet will be James P. Cannon, SWP National Secretary and Trotskyist Anti-War candidate for mayor of New York, and Felix Morrow, editor of the MILITANT, two of the 29 defendants whom the Roosevelt Administration is seeking to frame up for their militant anti-war

Subscriptions for the banquet are \$1 per plate, the proceeds to help finance the defense.

Cannon Petition Drive Nearing Successful End

NEW YORK, September, 23—The campaign to place the name of James P. Cannon, Trotskyist Anti-War candidate for Mayor, on the ballot in the coming New York City elections is rapidly nearing a successful conclusion as the collection of signatures on the nominating petitions approaches the full quota.

We have now collected 14,500 signatures from the workers of New York, Robert H. Chester, Cannon campaign manager, announced today. "Only 7,500 signatures are required to place our candidate in nomination, but we intend to file twice that number."

Comment on the elections this week in the capitalist press featured the "Apathy" of the voters towards the campaign. Only 14 percent of the eligible Republican registrants came to the polls to vote in the primary contest between LaGuardia and Davies.

Comrade Chester pointed out that, although this "apathy" may have created concern among the Republican politicians, it never hindered the work of the canvassers for the Trotskyist Anti-War ticket, who found that the workers everywhere in the city respond with enthusiasm to the labor anti-war program of our party.

Referring to the scandals over the collection of signatures for the bosses candidates in the election by paid canvassers, Chester said: "Our comrades' loyalty is not for sale or for hire. They go out and hit the ball with everything they have and their only incentive is their loyalty to the workers of this city. And now they intend to wind up our campaign by getting out a strong workers' vote for Cannon."

Another article on the New York election campaign will be found on page 2 of this issue.

Picketing Aluminum Trust



Striking members of the Seafarers International Union (AFL) picket the Alcoa Steamship Company docks in New York City, after tying up three Alcoa boats to enforce demands for war risk compensation and bonuses. The strike was spread after the government intervened and "seized" the struck ships, rounded up scab crews, and pulled port with two ships manned

War Bonus Issue To Be Negotiated With Employers

Successful Strike Smashes Government's Attempt to Force Seafarers Union Into Compulsory Arbitration of War Bonus

— BULLETIN —

NEW YORK, September 24. — The Seafarers International Union (AFL), striking 25 ships in Atlantic and Gulf ports, won an important victory yesterday when the U. S. Maritime Commission, which had tried to smash the strike by seizing the first three tied-up vessels and operating them with scab crews, was forced to withdraw completely from the dispute and permit settlement of the war risk bonus issue through direct negotiations between the union and shipowners.

The strike was precipitated by the Maritime Commission, when it prevented the union from settling the bonus question by direct negotiations with the shipowners. Instead, the Commission instructed the owners not to negotiate and insisted that the union submit to compulsory arbitration.

The SIU today voted to return to work pending the outcome of the direct negotiations with the National Defense Mediation Board participating. The negotiations are scheduled to start Monday.

The government was forced to retreat and withdraw the strike-breaking Maritime Commission from the situation when the Commission proved unable to properly man the three vessels seized, not to mention the other 22 ships already tied up.

NEW YORK, Sept. 22. — The Seafarers International Union, AFL, has struck 23 American-flag ships with which it has contracts on foreign runs. Twenty of the vessels are now tied up in major Atlantic and Gulf ports and are surrounded by strong picket lines. The number of struck ships is mounting daily as the SIU continues to call off the crews of every contracted foreign run boat as it hits an American port.

Strike action was taken by the union on September 12 to enforce its demands for war bonus payments in Caribbean runs and a boost in war-risk insurance rates of \$5,000 per man. The seamen contend that if they risk their lives, they should get paid for it. Bonuses are now paid on African runs, but the shipowners have refused to extend the bonus system to the Caribbean and South American runs.

The success of the union in completely tying up the struck ships for two weeks would have led to the capitulation of the bosses in most strikes. This time, however, the United States Maritime Commission has intervened and instructed the shipowners not to negotiate with the union until the strike has been called off.

GOV'T. STRIKEBREAKING The Maritime Commission has assumed open strike breaking tactics. The moment the tie-up was called, the Commission served an ultimatum on the union, demanding that the strike be called off within 24 hours and that the seamen submit their dispute to a lengthy and involved system of arbitration while sailing the ships.

When the union ignored the ultimatum, the Commission requisitioned three Alcoa ships, manned them with scabs, and sent them loaded with supplies to the new U. S. military bases in the Caribbean.

Due to the fine union solidarity shown by rank and file members of the National Maritime Union, CIO, the government experienced great difficulty in recruiting crews for the Alcoa ships. One vessel had to delay its sailing because it was short-handed. Moreover, these strike-breaking moves have not intimidated the SIU, which has continued to strike one ship after another.

Ever since the sinking last spring of the S.S. Robin Moor, manned by a full SIU crew, the union has been trying to obtain protection for its members. Last July the union struck the Colmar and Robin lines in an effort to force the shipowners to negotiate the issue. At that time the bosses maintained that the Caribbean was not a "war zone" and that the men were not entitled to bonus payments on such runs. Since then Roosevelt has launched an undeclared naval war upon the Nazis and the danger to the merchant fleet in all Atlantic waters has multiplied a dozen fold.

The July strike on the Colmar and Robin lines was called off by the SIU after the White House promised to convene a conference of shipowners and all maritime unions for the purpose of settling the bonus and insurance questions.

BOSSSES SABOTAGE The Washington Conference, held the first of this month, failed because it was sabotaged by the bosses with the encouragement of the Maritime Commission. The bosses refused to settle the issue, calculating that the Stalinist-controlled National Maritime Union, rival to the SIU, would not strike no matter what the bosses did.

The Stalinists, being 100 percent pro-war, were determined not to make demands for which they might have to strike and tie-up munitions shipments to England. NMU President Curran squirmed from the moment the conference opened, trying to find some formula that would prevent the need for militant action by the other unions. The bosses soon gave him the formula.

The shipowners suggested to the conference that bonus payments be based upon the hull insurance rates for each vessel. The SIU rejected this on the basis that, in the first place, it was an arbitrary method of determining bonus payments and not one reached by collective bargaining and negotiation; and, in the second place, a seaman's life was worth the same regardless of how hull insurance rates might vary. Moreover, the bosses and their government agencies fix the insurance rates.

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Minneapolis Drivers Are Refused Elections

Right to Vote to Determine Which Union They Want Is Brazenly Denied to Minneapolis Motor Transport Workers by State and National Administrations Violating Their Own Laws

MINNEAPOLIS, Sept. 22. — The motor transport workers of Minneapolis were denied their right to elections to determine which union they want to represent them, in an unprecedented decision handed down Friday by reactionary Republican Governor Harold Stassen's State Labor Conciliator, certifying without elections Daniel J. Tobin's AFL Teamsters.

Local 544-CIO, Motor Transport and Allied Workers Union, said of the brazen decision of the State Administration:

"Democracy is all right to talk about, and to send abroad on the tips of bayonets. But democracy is beyond the reach of the Minneapolis drivers." This is what Governor Stassen's Labor Conciliator is saying to the public through his decision to deny the drivers petitions for elections.

More than three and a half months ago, on June 9, a Local 544 membership meeting of nearly 4,000 motor transport workers voted almost unanimously to disaffiliate from Daniel J. Tobin's AFL Teamsters' International and accepted a charter from the CIO. When Tobin sent hundreds of thugs in here in an attempt to drive the motor transport workers back into the AFL, Local 544-CIO offered to put the question directly up to the men through elections by secret ballot under government supervision. Tobin, who looks upon the drivers as his personal property, refused to agree to an election.

When Local 544-CIO filed petitions with the State Labor Conciliator and the National Labor Relations Board seeking elections, Tobin countered by petitioning the State Labor Conciliator to certify the AFL for the entire industry without elections.

NEXT FIGHT IN COURTS

Local 544 is applying for a court review of the decision. Everyone in the Twin Cities, including every boss in the trucking industry, knows that if an election were held today Local 544-CIO would carry every plant and every section of the industry.

That is precisely why the State and National Administrations, openly in alliance with Tobin, have done everything in their power for three and a half months to deny the workers elections.

WHY STASSEN DID IT

In an amazingly frank and cynical article by its political commentator, M. W. Halloran, the reactionary Minneapolis Star Journal of Sept. 21 explains why Republican Governor Stassen

mittetman Tobin to prevent the drivers from having elections. "It was Stassen luck that the (state conciliator) Blair ruling went AFL instead of CIO, because there always has been bad blood between him and that organization (the CIO), and even a decision in their favor wouldn't have reconciled them."

In other words Stassen, who is now on good terms with the AFL, backed the AFL because they would help him get re-elected. The Minneapolis Star Journal goes on: "With the drivers' organization the heart of the whole union setup in this city, the decision is bound to give the AFL unions right down the line a tremendous lift here, assuming the ruling is sustained in the courts."

ROOSEVELT HELPED TOBIN The state conciliator's decision

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Warren K. Billings Joins Committee Defending 29

Joins Other Labor and Liberal Figures in Organization Formed to Defend Indicted Leaders of SWP and Local 544-CIO

NEW YORK, Sept. 23. — Warren K. Billings, famed labor martyr, who, with Tom Mooney spent 22 years in prison as a result of the frame up engineered by the bosses during the first World War, has joined the San Francisco branch of the Civil Rights Defense Committee, which is conducting a nation-wide campaign in labor and liberal circles to rally support for the 29 defendants who go on trial Oct. 20 in Minneapolis in the federal government's "seditious conspiracy" case against the Socialist Workers Party and Local 544-CIO.

National Chairman of the Civil Rights Defense Committee is James T. Farrell, well-known author of "Studs Lonigan" and other novels.

Carlo Tresca, editor of "Il Martello" and for many decades an outstanding figure in the labor movement, is Vice-Chairman of the Committee. Another Vice-Chairman is John Dos Passos, noted liberal author.

Among other prominent figures who have joined the National Committee of the Civil Rights Defense Committee are: Kenneth Crawford, former president of the American Newspaper Guild

and Washington correspondent of the "Louisville Courier-Journal," Dr. John Dewey, world-famous educator; Emmett E. Dorsey, Negro leader and professor at Howard University; Waldo Frank, well-known novelist; Professor George W. Hartman, Socialist Party candidate for Mayor of New York City; Dorothy Kenyon, noted labor lawyer; Max Shachtman, Secretary of the Workers Party; William Rose Benet, poet; Ludwig Lore, "N. Y. Post" columnist.

Extensive plans are being developed to broaden the activity of the Committee and constitute it on a firm foundations in the next few weeks.

The Committee announces that it requires \$7,500 immediately to pay expenses for the forthcoming trial of the 29 defendants. Make all checks payable to the Civil Rights Defense Committee, 160 Fifth Avenue, New York.

