

What we think

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Mussolini is dead, but his spirit lives in this document whose proposals include:

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- 2) The power of the NIRC to fine workers guilty of 'unfair industrial action' and the responsibility of county courts to collect the fines. (This means attachment of earnings as proposed by Mrs Castle in 1969.)
- 3) Collective agreements to be legally binding unless the parties say otherwise.
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- 7) Appointment of a registrar of trade unions with power to de-register unions which do not comply with government rules.
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These proposals, taken in line with the Tory Bow Group proposals for an end to tax rebates and supplementary benefit for strikers and the call of the newspapers for an instant strike-breaking force, are a categorical warning to the working class that there is no room for manoeuvre and very little time to lose.

With one eye on their rapidly diminishing reserves and another on the rapidly accumulating pile of sewage and rubbish, the Tories know that the only way to push down wages and increase profits is through the scourge of unemployment and the bludgeon of anti-union legislation. They also know that the only way to get the full collaboration of the labour bureaucracy is to force them to it by legislation, by intimidating them with the threat of jail and fines. The Tories have neither fear nor respect for leaders who refuse stubbornly to mobilize the working class for a decisive fight against capital and instead preach the community of class interests and lull the working class into a state of complacency with their talk of 'pressure'.

If the Tories rely on the trade union bureaucracy, then it is equally true that the trade union leaders rely just as much on the Stalinists and revisionists within the trade unions to carry out this historic retreat and to provide the necessary safety valves within the rank and file.

Such a safety valve is provided by the Liaison Committee of the Defence of Trade Unions whose sole purpose, as illustrated by its agenda for the November 14 conference at Beaver Hall, is to confuse militant trade unionists about the real role of the trade union leaders and their relation to the Tory government and the capitalist state.

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'There is no question of "strike breaking". A dangerous hazard to health exists and it must be met. . . .

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Voluntary labour was being used to keep the city's sewage pumping stations operating.

If the government decided to call in troops to keep sewage pumps going they would be drawn from the Royal Engineers, it was learned later.

But at a mass meeting yesterday in E London, union leaders outlined plans to end this 'scabbing'.

Raw sewage

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We ask the Stalinists again.

Is there any explanation for this loving attention by Lord Thomson's press, except that it is actually part of the employers' plans?

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Ambulance men join strike

AMBULANCE men in the NW, the Midlands and London joined council workers in their strike yesterday. SE and parts of W London were hit by a 24-hour strike. Ambulance men in Deptford, Camberwell, New Cross, Lee and the Elephant and Castle came out against the advice of their federation (FAP).

Services in Brixton, and Chelsea were also affected. Throughout the Midlands ambulance men stopped using radio except in extreme emergencies and men in Ashton-under-Lyne were only dealing with emergency calls.

Council pays up

Ashton-in-Makerfield UDC has supported the council manual workers' claim for a £16 10s basic and has said that they will be paying this sum, with or without the permission of the employers' association, from October 1.

Ceasefire mis-used by Jordanians GUERRILLAS CLAIM

FIGHTING has broken out once again in North Jordan around the provincial capital of Irbid, the stronghold of the guerrillas.

Government troops, guerrilla spokesmen alleged, had used the ceasefire only as cover to station themselves in the nearby hills.

Yesterday they attacked a village eight miles north of Irbid with tanks and armoured cars.

Israel has turned down Arab guerrilla demands to release 35 commandos held in her prisons in return for the hijacked airline passengers released in Jordan last week.

The Popular Front for the Liberation of Palestine (PFLP) submitted a list of 35 names to the International Red Cross and to the Israeli embassies in London and Bonn.

The embassies returned the letters unopened.

Meanwhile Arab bourgeois rulers and their imperialist and Stalinist friends are cold-bloodedly determined to wipe out, if they can, every vestige of revolutionary action by the masses.

The Jordan government of Hussein has announced rewards of 5,000 Jordanian (£6,000) on the heads of guerrilla leaders George Habash and Nayef Hawatmeh.

By contrast, Yasser Arafat, chief of the guerrilla organization Al Fatah now working directly with the Arab bourgeois-nationalist leaders, gets very different treatment.

'We will deal only with those who want to fight for the liberation of Palestine and not with those who want to work against us.'

Reaction as a whole sees it very urgent to build up Arafat as a popular bourgeois-nationalist leader, now that Nasser is dead.

They need someone whom the masses will listen to, but who is safe for imperialism and the Stalinist bureaucracy.

Four untried Opposition members released

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The four are reported to be 20-year-old Ira Kaplun, and Vyacheslav Bakhtin, 23, both arrested last December for 'preparing to hand out leaflets', Anatoli Levitin-Krasnov, a 55-year-old former priest, and translator Vladimir Telnikov.

Following the release of Ira Kaplun and Vyacheslav Bakhtin, a petition for the release of others still held is circulating in Moscow.

Among the signatories is top nuclear scientist Academician Sakharov.

The appeal calls for the release, among other prisoners, of General Pyotr Grigorenko, held in a special psychiatric prison for his courageous fight on behalf of the deported Crimean Tatar nationality.

It also mentions the names of Anatoli Marchenko, author of 'My Testimony' and Olga Joffe, confined to a psychiatric prison in August after arrested at the age of 19 for the same activities as Kaplun and Bakhtin.

BOLIVIA

Right-wing generals call truce

TWO DAYS after right-wing army officers had raised the flag of revolt against the Bolivian government of President Alfredo Ovando Candia, they yesterday called a truce.

This followed a meeting with Ovando himself, arranged by the papal nuncio. Everything now seems to point to a deal in which Ovando makes further concessions to the right.

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Conciliated

Ovando has swung sharply to the right in recent months in an attempt to conciliate the army.

The leading left-wing cabinet ministers—Fuel and Power Minister Marcello Santa Cruz and Information Minister Alberto Bailey Gutierrez—have been pushed out in a series of government reshuffles in the last four months.

The two ministers were chiefly responsible for the nationalization last May of

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Vietnam deal dangers increase

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Armed Special Branch men are guarding Ky after demonstrators threw tins of paint at his car in Paris on Sunday. He will be staying at Wimbledon, home of the S Vietnamese ambassador.

PRESSURE

After the experience of the Ross-Kosygin plan in the Middle East, and the more recent collaboration in Jordan, there can be no talk of a Vietnam settlement with Nixon's approval.

He is still undoubtedly relying on Soviet pressure on the National Liberation Front and Hanoi, hoping with secret diplomacy to rob the Vietnamese of their military gains.

Bus union retreat boosts speed-up

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NATIONAL

To negotiate at 'undertaking level', as the executive urged, does not mean talks with just one company—but with a section of the National Bus Company.

In other words, it means taking on countrywide organization with a nationally-coordinated strategy backed by the strength of busmen in only one area.

Busmen in many areas have already challenged the union's refusal to call full-scale strike action.

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HOLD LINE

Meanwhile union officials have been busy trying to hold the line against strike action on the promise that negotiations are to take place.

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Yet the Leeds depot branch of W Yorkshire Road Car has called both for a national strike action in support of the full claim and for the T&GWU executive to reconsider its recommendation to scrap national machinery.

A national strike call from the joint trade union committee of United Automobile—one of the biggest companies in the country—has been echoed by busmen throughout the North.

Let Dutschke stay say Swindon engineers

THE SWINDON district committee of the Amalgamated Union of Engineering and Foundryworkers has passed a resolution deploring the Home Secretary's decision to force German student leader Rudi Dutschke to leave Britain.

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Tory government proposals for anti-trade union legislation, published by Robert Carr's Department of Employment and Productivity yesterday, are to be considered by a special meeting of the Trades Union Congress's finance and general purposes committee—its 'inner cabinet'—on Friday morning.

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• PAGE FOUR COL. 6

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On the page facing this editorial, the paper carries some 30 column inches on 'The state of the Communist Party in Britain: an appreciation by Victoria Brittain on its 50th anniversary'.

The Party is clearly seen as having policies 'almost indistinguishable' from the Labour 'left', but is boosted as having considerable influence in the trade unions and consisting of people who believe 'they have "unsullied ideals".'

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But his government's rightward swing has met powerful opposition from the trade unions who expected further nationalizations.

Six killed

Last month, six people were killed in demonstrations against Ovando's decision to pay £32 million compensation to the oil company.

The demonstrations brought to a head dissatisfaction among right-wing officers, who accused the president of political indecision, tolerating violence and lack of a coherent government plan to deal with the working class.

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See What We Think and Late News.

BUS WORKERS FIGHT TORY WAGE FREEZE



NINE PRICES AND INCOMES REPORTS HAVE BEEN PUBLISHED OVER THE LAST FOUR YEARS DEALING WITH ASPECTS OF THE BUS INDUSTRY — INDICATING THAT THE MAJOR DEVELOPMENTS AFFECTING BUS WORKERS HAVE BEEN VERY MUCH A POLITICAL CONSIDERATION. JOBS IN ALL SECTIONS HAVE BEEN CLOSELY SCRUTINIZED BY THE PIB:

BERNARD FRANKS REPORTING

AT THE present time thousands of bus workers up and down the country are taking industrial action in support of their current wage claim.

For the 162,000 men and women involved this is a direct fight with the Tories who have told the bus companies not to pay any increases because it is less than 12 months since the last award.

Examinations by various Prices and Incomes Board reports have included municipal bus services, London Transport, company buses, platform and garage staffs, as well as the working of agreements in a number of areas (Dundee, Gt Yarmouth, Wigan, Rochdale, Belfast and Glasgow).

SINGLE-MANNING

The greatest emphasis has been on the introduction of single-manning and the consequent 'elimination of conductors'.

The Labour government also financed research and development of purpose-built one-man buses.

Just a few of the proposals put forward in the PIB reports have included:

- A cut-down on the time buses spend at bus stops.
- A speed-up of the runs between stops.
- Elimination of restrictions on standing passengers.
- Extended use of part-time labour.
- Introduction of flexibility of labour, with bus crews doing garage work and garage staffs doing platform duties.
- End of 'rigid allowances for breaks of one sort or another.'
- End of 'rules controlling the employers' freedom to split up working periods.'

- End of union limitation on speeds of vehicles and garage rules which define the way in which rosters should be worked.

- Introduction of work study into all aspects of depot work and where this already exists, a re-examination and a 'tightening-up of slack times'.

These proposals are incorporated in productivity deals which the employers want to see introduced everywhere.

However, the drive to attack busworkers is not a once-and-for-all affair. The employers expect the run-down of jobs to be a continuous process, and the above measures constitute the first step only.

Innovations which are expected to contribute further to the cut-back on jobs include:

- Larger one-man operated buses (taking up to 100 passengers).
- Installation of two-way radios so that directions may be issued at any time.
- Planning of routes and manning by computer which can be programmed to fix schedules and shifts to operate with the minimum number of buses and platform staff.
- Use of electronic eye bus beacons to monitor the movement of buses from a central control point.

Also being examined is the use of 'flying squads' of bus inspectors in VHF-radio equipped cars—as opposed to having a series of inspectors at points along the routes.

On the work-study front the long-term aim is to replace ordinary time study with the pre-determined time system Methods-Time-Measurement-1 (MTM-1), which fixes a standard time for every working movement.

This is a preparation for turning all incentive schemes into the Measured-Day Work system.

Many of these methods have already been tried out in some areas.

That they are aimed specific-

ally at cutting jobs was shown in a letter to 'The Times' early in September this year. The chairman of London Transport explained how it was proposed to attack the labour-intensive nature of the service.

He wrote:

'We can undoubtedly increase our present level of

eight hours on one charge. Use of big articulated buses which have also been developed in the USA is being considered by some authorities in Britain.

'CATTLETRUCK'

Although buses are stated as taking so many passengers, there is no way for the driver

Most authorities and companies claim that bad services are due to shortages of staff, with some garages up to 30 per cent below strength.

However, they know very well that so long as paltry wages and poor working conditions prevail, such a situation is likely to continue.



efficiency by introducing productivity measures and incentive bonus schemes which reduce our dependence on large numbers of staff.'

Also planned was 'the conversion of all London's 5,500 buses to one-man operation'.

The design and building of buses has been one of the most rapidly-changing sectors of commercial vehicles over recent years.

STANDARDIZATION

The special bus factory being built in Cumberland by a partnership between British-Leyland and the National Bus Company will, for the first time, bring a standardization to bus measurements which will make construction a flow-line process similar to car production.

This will also mean a reduction in the cost of bus-building. Another step has been taken by Mercedes-Benz, who have begun making buses with automatic gear-boxes on the basis that drivers of single-manned vehicles have so many other operations to control that the actual driving movements must be kept to a minimum.

In the USA Westinghouse is now making a battery-driven bus which can run for up to

of a single-decker 'cattle-truck', which officially takes 32 seated passengers and 34 standing, to know just how many he has got aboard.

The turnstile system checks how many enter, but there is no check on how many get off so that he can see how many to allow on. He certainly has no time to count heads.

In this situation passengers continue to cram on well beyond the limits stated in the bus. Tempers fray, and lack of a conductor to control the crowd and help the aged and infirm, leads to more pressure on the driver.

In fact, it is ludicrous for the makers to talk about 80 and 90-passenger buses. With the elimination of the 'no-standing' rules and with the driver in no position and with no time to check, there could be well over the stipulated numbers in rush-hour conditions.

SERVICES CUT

The deterioration in services over recent years has been enormous. The number of busmen has fallen in ten years from 250,000 to 162,000 and bus services in major towns have been cut by a quarter—in London from 10,000 in 1953 to 5,500 at present.

This is decidedly to their advantage as it is considerably easier for employers to eliminate unfilled jobs than it is to try and sack workers.

For this reason it actually pays them to maintain poor wages and 'staff shortages' as a basic policy.

REST-DAY WORKING

Certainly the job is bad enough; it can include 4.30 a.m. starts, 12-hour spread-overs; rest-day working, keeping schedules in increasing traffic congestion and in all weathers, and having to do masses of overtime to get a living wage. Platform staff face a permanent health hazard from the fume-laden atmosphere.

PIB figures show that fares rose by 70 per cent between 1953 and 1964. Since then they have continued to rocket, some doubling, then doubling again. The aim of the companies is clearly a 1s minimum to be introduced as soon as possible, with all subsequent stages a 1s a time.

To put up short-distance fares in this way is particularly vindictive as it hits at pensioners and cripples who, of necessity, must take a bus, even over short distances.

By virtue of their position—living on pension and disability supplements—they find it utterly impossible to make journeys to shops and hospitals or to visit their friends.

It was the busworkers acting through the union who, in 1948, virtually eliminated single-manning from Central London and many other areas.

In 1967, the T&GWU leadership reversed this policy and agreed to single manning in return for 'agreed-rewards'. In some cases this involved a 10s-a-week bonus payment to drivers, (the companies were saving £1,500 a year on each bus by elimination of conductors rotas).

Now, at a time when a united fight against Tory attacks, both on wages and public services is a vital necessity, the T&GWU Executive Committee proposes to break up the struggle into local areas.

LOCALIZED

The fact is, the employers' fundamental policy has been to localize negotiations, because, with the different levels of mechanization, conditions—and militancy—in different areas it is absolutely impossible to introduce one productivity deal on a national basis.

The busmen must win their fight for a better wage.

At the same time, the service must be defended. Worsening conditions on the roads put an impossible burden on drivers and it is

criminal to introduce single-manning in this situation.

It is a fundamental working-class right to have adequate bus services. (The employers who propose the cuts travel in their own cars, often chauffeur-driven, anyway.)

SUPPORT

It is in every worker's interest to support the busmen.

Busmen must demand:

- A united all-out action for the £20 basic, without strings.
- Defend the service — No cuts, no single-manning.
- Improved holidays and shorter hours to encourage recruitment.
- All basic pay to be tied to the cost of living.
- Complete opposition to productivity deals and their methods.
- Unite with all workers to defend the public services and to defeat the Tories and get them out of office.

Essential to this policy is the fight for a new leadership in the union which will not betray the rights of workers but which will stand for socialist policies of extending nationalization and will fight for workers' control.

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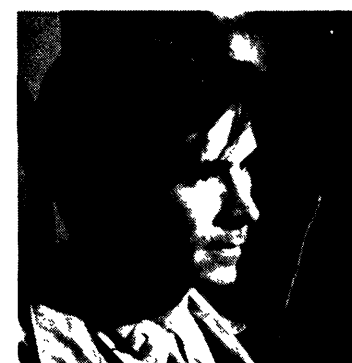
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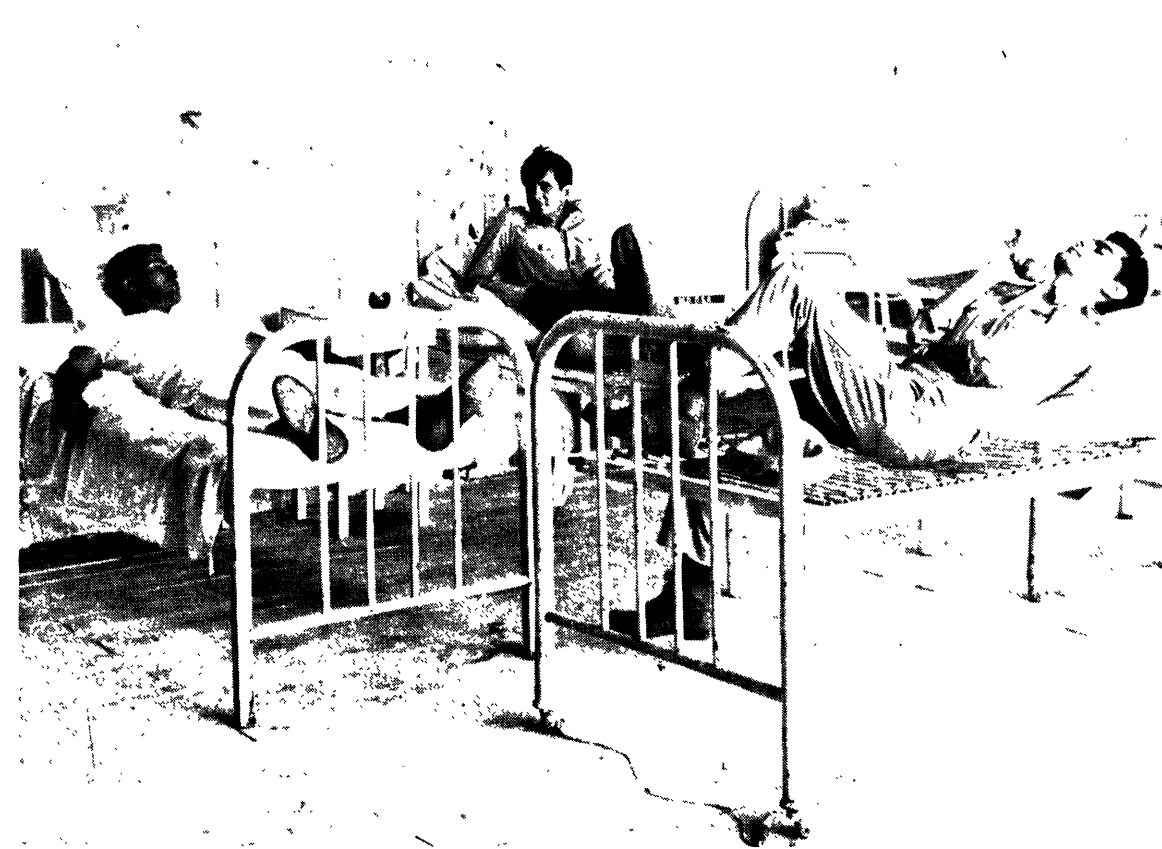
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CATCH 22 REVIEWED BY BEN JONES

Lavish disguise of Yossarian's walk in Rome

CAPTAIN YOSSARIAN played by Alan Arkin.



CINEMA

SOME HOLLYWOOD war films have come a long way since Errol Flynn used to defeat the Japanese without getting any blood on his uniform, or theirs.

Outrages like 'The Green Berets' still happen, but some directors are beginning to acknowledge that killing is not something to be gloried in, and that—while there are causes which have to be fought for—the death and destruction which war necessarily creates are both foul and brutalizing.

Following quickly on the much-praised 'M*A*S*H'—a film which, although it recognized the squalor of war, seemed to be preoccupied with the congratulatory of American ingenuity which enabled men (officers) to have a relatively good time in spite of difficult conditions (the Korean War)—comes 'Catch 22'.

It is directed by Mike Nichols, who directed a big profit maker 'The Graduate', and who has as a result been allowed to make a film on what looks to have been a limitless budget.

It has a star cast, most of whom give undistinguished performances, and spectacular scenes of Second World War bombers.

This kind of lavishness seems to me to be based in a contempt for the cinema audience, the idea that people

won't come unless what they see is spectacular, and that they haven't the ability to be interested in what the filmmaker has to say.

It is an idea which Hollywood still clings to, and is only having to give up slowly and painfully as the profits fall, and companies cannot afford to spend as much as they used to.

The film is the story of Yossarian, a bombardier in the Second World War, on a base on an island off Italy.

His squadron has to go on regular and usually dangerous bombing missions. Yossarian's ambition is to be grounded and sent home out of danger.

'They're trying to kill me,' he says of the Germans to his buddies. He sees no point in that, and spends his time thinking of ways to get out.

Can he get sent home if he's crazy? he asks the doctor. Sure he can, the doctor replies, confirming that he must be crazy to be flying on those missions—but there is a catch—Catch 22.

If he asks to be sent home, he can't be crazy. If he is not crazy, he can't be sent home.

The film is based on the best selling book by Joseph Heller, and it follows the book in showing most of the characters and most of the situations as extreme exaggerations.

By this technique, the book was extremely funny, but as it went on it became more and more serious, and more and more horrified at the effects of war.

The film tries to retain the humour and the seriousness, but in the end one is left wondering whether it has any courage or any convictions.

It goes some of the way. It makes some attempt to show Yossarian developing from a man who just wants to get away from it all, to a man who is sickened and disgusted not just by the awful suffering that war entails, but also by the terrible corruption which it breeds.

Slowly, he realizes that he has to contend not only with the German anti-aircraft fire, but also with the total corruption of his superior officers.

They are shown making a fortune out of black-market trading in partnership with one of Yossarian's fellow officers, an archetypal capitalist dealer called Milo Minderbinder, even to the extent of doing a deal with the Germans to bomb their own airfield; and they are also shown ruthlessly pursuing their own self aggrandisement to the extent of ordering raids on helpless villages, just to get good tight bombing patterns on the aerial photographs.

To most of these events, the reader or the cinema viewer is able to react by dismissing them as absurd exaggerations.

But all the time the evil logic of the capitalist system is being brought home to him.

The book brings that point home harder and harder as it goes on, but the film backs away.

The most important section of the book deals with a trip Yossarian makes to Rome to

tell the prostitute fiancé of a pilot that he has been killed.

Yossarian cannot find her, and wanders through the streets. At every corner, he finds a new and horrifying human tragedy, and the quality of the writing enables the reader to experience what Yossarian experiences—disgust not only of the effects of the war, but also those of the system he is fighting to defend.

He is reminded all the time 'of all the shivering stupefying misery in a world that never yet had provided enough heat and food and justice for all but an ingenious and unscrupulous handful. What a lousy earth! He wondered how many people were destitute that same night even in his own prosperous country, how many homes were shanties, how many husbands were drunk and wives socked, and how many children were bullied, abused or abandoned. How many families hungered for food they could not afford to buy?'

The film deals with this incident differently, and it is significant that this is the place where the major change from the book takes place. It lapses from human experience to melodrama. When he gets to Rome, Yossarian finds that all the brothels have been forcibly taken over by Milo Minderbinder (What's good for Milo Minderbinder Enterprises is good for the country!).

He goes to find the girl in the the only existing brothel, walks by a never ending queue of GIs and finds that even his own girl friend is working for Milo.

Milo himself is shown driving through the streets with an armed escort, and is represented as some kind of fascist dictator.

Yossarian's walk through the streets is cut down to almost nothing, and the few incidents which take place there are coldly symbolic.

The director seems to be saying that he has gone far enough.

He has said something people may be able to understand in their heads. To give them the opportunity of relating it to their experience is too dangerous for him.

The major inadequacy of both the book and the film, however, is that neither make any analysis of why things are the way they are, or how they can be changed.

Yossarian comes to know very well that peace is not going to do anything about the things that hurt him most. He exists in a state of pain and near impotence. That is his Catch 22. What he needed was Marxism. It would have enabled him to understand.

Director MIKE NICHOLS



BBC 1

9.15 a.m.-12.25 p.m. Schools. 12.40 Cynan: llanc o llyn. 1.30 Watch with mother. 1.45-1.53 News and weather. 2.05-2.25 Schools. 4.20 Play school. 4.40 Jackanory. 4.55 Vision on. 5.20 Marine boy. 5.44 The magic roundabout. 5.50 News and weather.

6.00 NATIONWIDE. London.

6.45 TRANSWORLD TOP TEAM. International top of the form.

7.05 Z CARS. 'A Big Shadow'. Part two.

7.30 THE LAUGH PARADE. 'As Long as They're Happy'. With Jack Buchanan and Janette Scott. The impact of an American pop star on a British household.

9.00 THE NINE O'CLOCK NEWS and weather.

9.20 'EVEREST 1924: THE MYSTERY OF MALLORY AND IRVINE'. Tuesday's documentary about an ill-fated expedition.

10.10 THE HORSE OF THE YEAR SHOW. Featuring the Philips Electrical Championship.

10.45 24 HOURS.

11.20 VIEWPOINT. 'The Twilight People'. Alcoholics.

11.40 Weather.

REGIONAL BBC

All regions as above except:

Midlands, E Anglia: 6.00-6.45 Nationwide. Midlands today. Look East. weather. 11.42 News, weather.

North, NE, NW, Cumberland and Westmorland: 6.00-6.45 Nationwide. Look North, weather. 11.42 News, weather.

Wales: 5.20-5.50 Teletext. 6.00-6.45 Wales today. Nationwide. Weather.

6.45-7.05 Heddiw. 9.20-10.10 The changing years. 11.42 Weather.

Scotland: 6.00-6.45 Reporting Scotland. Nationwide. 11.20-11.45 Scottish viewpoint. 11.45 News, weather.

N Ireland: 6.00-6.45 Scene around six. weather. Nationwide. 11.42 News, weather.

SW, South, West: 6.00-6.45 Nationwide. Points West. South today. Spotlight SW, weather. 11.42 News, weather.

BBC 2

11.00-11.20 a.m. PLAY SCHOOL.

7.30 p.m. NEWSROOM. Weather.

8.00 FLOODIT RUGBY LEAGUE. BBC 2 trophy.

8.50 WHEELBASE.

9.20 MENACE. 'Good Morning, Yesterday!' New thriller series.

10.35 NEWS ON 2 and weather.

10.40 LATE NIGHT LINE-UP.

ITV

11.00 a.m.-3.00 p.m. Schools. 3.50 Mad movies. 4.17 Hatty town. 4.30 Crossroads. 4.55 Bright's boffins. 5.20 Magpie. 5.50 News from ITN.

6.02 TODAY.

6.25 THE GHOST AND MRS. MUIR.

6.55 THE TUESDAY FILM. 'Coast of Skeletons'. With Richard Todd, Dale Robertson, Marianne Koch and Derek Nimmo. An undercover agent is hired to investigate the loss of a diamond dredger.

8.30 CRIBBINS. With Bernard Cribbins, Sheila Steafel, Tim Barrett and Bob Todd.

9.00 ARMCHAIR THEATRE. 'The Company Man'. With Peter Barkworth, Isabel Black, Edwin Richfield, Tom Chadbon and Michael Goodliffe.

10.00 NEWS AT TEN.

10.30 THE DAY BEFORE YESTERDAY. 'The Rise and Fall of Superman'.

11.45 PEOPLE TO PEOPLE. Presents Holland.

12.15 A.M. IN YOUR INTEREST. Professor John Yudkin talks about research in the field of nutrition.

REGIONAL ITV

CHANNEL: 11.00-3.00 London. 4.00 Puffin's birthday greetings. 4.10 Enchanted house. 4.25 Nanny and the professor. 4.55 London. 6.00 News, weather. 6.10 Police file. 6.15 Look-around. 6.35 Crossroads. 7.00 Movie: 'The Ride Back'. With Anthony Quinn and William Conrad. 9.00 London. 11.45 Aquarius. 12.25 Gazette. 12.30 News, weather.

WESTWARD. As Channel except: 3.58 News. 4.00 Gus Honeybun. 6.00 Diary. 12.30 Faith for life. 12.35 Weather.

SOUTHERN: 11.00-3.00 London. 4.00 Houseparty. 4.15 Enchanted house. 4.30 London. 6.00 Day by day. 6.40 Love American style. 6.50 Film: 'The Lady Killers'. With Alec Guinness,

behind THE NEWS

A matter of choice

PERHAPS THE difficulty with making a documentary about pollution—as far as the bourgeoisie is concerned—is how to present the material in a way that does not raise awkward questions.

Over the last few years there has been a wealth of material, which has shown that the continual drive to produce commodities for profit translated into the unplanned mass production has poured into the air, water supplies and every pore of man's environment a flood of chemicals that threatens his continued existence on this planet.

Problems

There is a way out. Ecological problems affect every aspect of man's day to day life—so take a few aspects, link them loosely together, mutter a few words about 'urban society' and 'the human condition' and you have a book or a film that may or may not make interesting reading or viewing, but which cannot but leave you with the feeling that it's really God's will that it all came about and that nothing much can be done outside a few adjustments here and there.

That just about sums up the last TV offering on the subject which looked as if it might say something, but managed to drag on for an hour with a few clichés, some pretty pic-

tures and a couple of pop songs.

This was the award-winning 'Pollution is a matter of choice', a 'white paper' from the American National Broadcasting Company.

How was the illusion preserved in this particular case? Machiasport is a small town on the East Coast of the United States in the State of Maine. The scenery is beautiful, but there is no work for its inhabitants except farming or the fishing industries.

Fourteen per cent live below the poverty level and get free handouts of food.

Eleven per cent are unemployed and youth usually leave to work in the big cities. Two-thirds of the farmers earn less than \$3,000 a year.

Get the picture? No pollution, but no jobs.

Meanwhile in Alaska, work is continuing on the huge oil strike which promises to fulfill the domestic needs of the US.

We are told that 600 million gallons of petrol a day will be needed this year and 800 million gallons by 1980.

Huge supertankers, like the USS Manhattan, carrying 300,000 tons of crude oil, plan to crash their way through the ice-bound North West Passage—if the oil companies get their way—and end their journey at Machiasport which happens to have a bay deep enough to hold them.

With the tankers come the refineries and the petrochemical plants... and pollution. There is also the promise of 3,000 jobs over a period of ten years.

The point is made again and again.

Protests prevented the world's largest airport from being built on the edge of the Everglades in Miami, Florida, an area which harbours many different species of wild life.

It also meant 70,000 jobs less in a state where the population is increasing at a rate which will double it in ten years.

Easy access

In any case, says the commentator, another airport is urgent. People unreasonably want easy access to such facilities without having them on their doorstep.

Finally, a look at Gary, Indiana, a steel town—'2,500 acres of blast furnaces and slagheaps'—providing a living for 30,000 families and producing seven million tons of steel and 36,000 tons of soot a year.

So take your choice. 'This is the price for survival and then affluence. Trapped in a landscape of our own making. We cannot go back to that pre-technological time. If we fail to adapt, we may disappear like the dinosaurs.'

The choice is starvation or poison. But there are a few thoughts to mull over while you wheeze your affluent way through the daily labours.

'What is progress? Do our institutions, conceived in simpler (!) times, have the vision, etc., etc?'

So remember—'stop having babies or give up machines'. As I said, the photography wasn't bad.

Gimmicks galore

TRADE UNIONISTS familiar with the role of the capitalist press during strikes and other working-class struggles usually and rightly treat it with great caution, and try and keep the press as far away as possible.

The 'publicity level' of the 1969 teachers' strike, however, was deliberately kept up by the National Union of Teachers' publicity department.

The various gimmicks used to achieve this are described in a booklet published last week by the National Union of Teachers called 'The Teachers' Strike 1969-1970'.

The author, Miss Toni Griffiths, 24, is the union's senior publicity assistant.

Original ideas

According to the blurb handed out with the book, 'Although marches, demonstrations, rallies, leaflet distributions, and public meetings were extensively used as platforms, some very original ideas emerged.'

'A giant New Year Card was sent to the Prime Minister, giving details of the teachers' case, a double-decker bus was hired and driven around London bedecked with posters and banners, parents stormed County Hall, motorcades were organized and local public opinion polls organized.'

'Teachers took part in 24-hour vigils, undertook social work while on strike, rowed boats, flying banners, down the Thames, went to see the Prime Minister and talked to the newspapers about their personal difficulties in living on low incomes.'

The gimmickry, as far as the union leadership was concerned, was quite deliberate. Their aim was to pressure the government into giving a little more money for their interim cost-of-living claim, while holding back as far as they could the thousands of teachers who wanted to strike and were not called out.

Euphoria

But amid all the euphoria, it should be remembered that last year's strike was only for a cost-of-living increase.

The real battle—for a decent salary structure—is still in front. And with a Tory government in office this will not be won by gimmicks.

Nor, to judge from the reactions to the public employees' pay battle, will the Tory government be impressed by another round of selective strikes.

The teachers' pay claim has already been seriously threatened by the treachery of the National Association of Schoolmasters, which submitted a later and much lower demand. Teachers need to prepare for an all-out struggle against the Tories, in conjunction with all other workers, if they are to win the pay scales they want.

Food shortages forecast

SHORTAGES of meat and milk this winter and rocketing prices of most farm products could follow from the severe problems racking the agricultural industry.

Sharp increases in the cost of farm machinery and fertilizers over recent months are now followed by a rise in the price of animal feeds.

This is said to be due to a failure in the US maize harvest seriously attacked by a new fungus disease.

Concentrates

The major changes in animal and dairy production over recent years have included a trend towards less use of conventional pasturing systems and a heavy reliance on brought-in feed concentrates.

With the rise in prices—possibly by as much as 33 per cent—the small farmers will be faced with no choice but to slaughter an increasing number of animals as the winter progresses.

Many more farmers than the 16-a-day already leaving the industry will be forced out.

Farmers are urgently lobbying for government aid and the newly-formed 'militant farmers' association' claims that nothing less than a £112 million 'cash injection' will save the situation and prevent a breakdown of food supplies.

Minister of Agriculture, Mr James Prieors' remarks last week on opposing the 'militants' indicate that the Tories are less and less concerned over the position of the small farmers and major support is unlikely to be forthcoming.

RADIOMEN'S STRIKE STILL ON

130 wireless operators at three Post Office marine stations were continuing their strike yesterday over a pay claim.

The stations, which handle calls from world and coastal shipping, are in Devon, Somerset and Kent.

The operators say that more pay is desperately needed to attract recruits. One striker had not had a day off since September 6.

A Post Office workers' union official was expected to meet operators in Somerset last night to ask them to await a decision on their pay claim, expected within the next fortnight.

Clerks stop Jaguar models

PRODUCTION of Jaguar's Daimler Sovereign and dollar-earning XJ-6 saloon cars stopped and 1,000 assembly men were laid off indefinitely because of a pay strike by docket clerks yesterday.

Clerks at Pressed Steel Fisher of Birmingham are supporting 24 Coventry clerks in their four-week official strike, with the result that no car bodies were being delivered to the assembly factory.

Ford men not to pursue pay claim

WORKERS at Ford's Dagenham press shop have decided not to pursue their claim to be paid at shift rates during holiday periods until after the conclusion of a new national agreement next March.

The claim is to be shelved so that the press shop can concentrate on a fresh campaign for wages parity planned by shop stewards to coincide with the national negotiations.

This decision means we are all solid behind the party campaign, one shop steward told Workers Press after the 250-strong meeting in Dagenham on Saturday.

The demand for shift pay during holidays involves about £16 a man each year.



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LATE NEWS

THOSE FINES—COURTS' CONCERN

Government proposals to 'fine' unions and officials was viewed with concern by a number of senior county court officials.

They see the plans as yet another work-load on the already sagging shoulders of a courts system which is in serious danger of breaking down through the queue of cases to be heard.

TUC ON CARR PLAN

The TUC General Council is to hold a special meeting in ten days time to consider the Tory anti-union proposals.

It will have before it a report from the finance and general purposes committee which meets on Friday.

Finance committee members may see the Minister before the General Council meeting.

TUC secretary Victor Feather will not comment on the anti-union consultative document. It has taken the Attorney-General three months to produce this document and I think we're entitled to three days to consider our reply', he said.

National campaign launched by Pilkington conference

EIGHT HUNDRED delegates and rank-and-file trade unionists voted unanimously in Liverpool on Saturday for the widest possible campaign to reinstate Pilkington's St Helens and Pontypool glassworkers and to defeat Tory anti-trade-union legislation plans.

The conference—convened by the All Trades Unions Alliance—raised almost £400 in fees and donations towards the victimized workers' organization and hardship fund, and after a lively and wide-ranging discussion endorsed the following resolution:

The Pilkington rank-and-file committee warmly thanks all those members of the trade union movement who have supported our struggle against victimization.

The action taken by the Pilkington management enjoys the full support of the

From our industrial correspondent

Tory government in its efforts to introduce its anti-trade-union laws.

We thank all those trade unionists who have helped to make this conference a success and ask you to help us in the following ways:

1. Campaign to implement a nationwide blacking of Pilkington products.
2. Join in our demonstration through the streets of St Helens on October 12.
3. Assemble at Queen's Recreation Park, Boundarway Road, at 10.30 am.
4. Organize regional conferences of trade unionists

To hear our case and mobilize the widest possible support in the fight against the anti-trade-union laws.

Raise funds to ensure regular weekly finance to help those who have been victimized and to meet the hardship which is inevitable.

Taking part in the discussion were members of the Pilkington rank-and-file committee, leading car shop stewards from the Midlands and NW engineering stewards from London and the SW, Liverpool seamen and a fraternal delegate from the locked-out Rolls-Royce draughtsmen at Coventry.

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Clerks stop Jaguar models

PRODUCTION of Jaguar's Daimler Sovereign and dollar-earning XJ-6 saloon cars stopped and 1,000 assembly men were laid off indefinitely because of a pay strike by docket clerks yesterday.

Clerks at Pressed Steel Fisher of Birmingham are supporting 24 Coventry clerks in their four-week official strike, with the result that no car bodies were being delivered to the assembly factory.

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LATE NEWS

THOSE FINES—COURTS' CONCERN

Government proposals to 'fine' unions and officials was viewed with concern by a number of senior county court officials.

They see the plans as yet another work-load on the already sagging shoulders of a courts system which is in serious danger of breaking down through the queue of cases to be heard.

TUC ON CARR PLAN

The TUC General Council is to hold a special meeting in ten days time to consider the Tory anti-union proposals.

It will have before it a report from the finance and general purposes committee which meets on Friday.

Finance committee members may see the Minister before the General Council meeting.

TUC secretary Victor Feather will not comment on the anti-union consultative document. It has taken the Attorney-General three months to produce this document and I think we're entitled to three days to consider our reply', he said.

CSEU must back DATA

'Strings' behind Rolls assault

BY DAVID MAUDE

ENGINEERING employers in several key industrial centres are jumping enthusiastically on the bandwagon behind Rolls-Royce's lock-out threat against draughtsmen.

A further 3,000 members of the Draughtsmen's and Allied Technicians' Association will be out of work if the union refuses to accept a 7 per cent pay-and-productivity offer by next Monday.

Employers in Scotland, the NE and Midlands have already begun hitting out at their draughtsmen because they feel the 110,000-strong association is fully extended by the Rolls dispute.

'They obviously feel they're in a position to challenge us all over the country,' assistant DATA president Mike Cooley told Workers Press yesterday.

For the past 12 weeks, DATA has been officially supporting some 1,000 members locked out by Coventry Rolls-Royce for applying sanctions to get an improvement in the 7-per-cent offer.

Yesterday 3,000 union members in Bristol, Scotland and Leaveness received individual letters from the company giving them a week's notice that their pay and attendance will be terminated from next Monday if there is no move to acceptance.

Laid plans

At the Leaveness plant—near Watford, Hertfordshire—there was a meeting in works time to lay plans and set up machinery for the struggle.

'We're preparing for a long and a major confrontation,' Mike Cooley told us.

'What's not really being brought out at all so far are the kind of "strings" Rolls want to attach to their offer. These constitute a frontal attack, a new level of attack.'

At Bristol the company wants acceptance of shift working by DATA members—never previously expected to do so—along with work-studied job times.

It is also demanding that the union accept computer systems which would transfer machine-setting functions to white-collar workers.

These proposals are repeated nationally—although not always in the same form.

Direct attack

Besides running counter to the union's policy of resisting shift work and work study, they constitute a direct attack on other Rolls workers—particularly manual sections also faced with a productivity offensive.

Support for the dispute has now come from Bristol's Amalgamated Engineering and Foundryworkers' district committee and from manual workers' shop stewards in Scotland.

A defeat for DATA is clearly essential to the crisis-ridden Rolls-Royce combine's speed-up plans.

Production workers' shop stewards at Rolls' Ansty, Coventry, factory—who are supporting the locked-out draughtsmen by 'blacking' drawings produced during the dispute, have already blocked factory-wide Measured Day Work proposals scheduled for implementation on August 27.

But stewards at Coventry's Parkside plant are still only giving moral support.

DATA's 'guerrilla' strike tactic has helped to wall manual workers off from the draughtsmen's struggle—Rolls' latest moves urgently demand that this isolation is ended.

Call on Confed

DATA's executive has called on the 31 million-strong Confederation of Shipbuilding and

Tories prepare

FROM PAGE ONE

joins in the chorus of grateful response to the sewage 'emergency', as follows:

Corps

... the need for a Civil Emergency Corps is real and has never ceased to be.

'Man on a crowded island

Paper strings

LONDON newspaper distribution workers were ending their two-week overtime ban and work-to-rule yesterday following the acceptance of the employers' 12½ per cent offer by Society of Graphical and Allied Trades officials.

Previously they had been offered 10 per cent.

Also agreed was a 30s payment from February 1 next year tied to immediate talks on 'improving efficiency' and on methods of linking pay to higher productivity.

Legal noose ready for unions

FROM PAGE ONE

Coventry Trades Council, for fear that the TUC might disaffiliate the Trades Council

Since these people remain tied to the perspective of 'peaceful co-existence' and refuse to call for a campaign to force the Tories to resign, they are incapable of leading an effective struggle against the Tory government's anti-union laws.

Their struggle is demagogic and utterly phoney and it will not be made any less reformist by the presence of Lawrence Daly at Beaver Hall.

We urge all workers who are serious about fighting the anti-union laws and Toryism to support the policy outlined by the Socialist Labour League and the All Trades Unions Alliance in their charter of demands and to build the revolutionary alternative to Stalinism in the trade unions.

Big demand for action

FROM PAGE ONE

Oldham and Ashton-under-Lyne.

Manchester schools were closed by a one-day token strike by caretakers and cleaners.

100 per cent

Across the Pennines in YORKSHIRE dustmen and sewage workers were out in Leeds, Bradford, Rotherham, Halifax, Sheffield and Wakefield, and Bradford experienced a 100-per-cent stoppage of sewage and refuse workers.

In the SOUTH, Luton, Gillingham and the Prime Minister's home town Broadstairs were affected by the stoppage.

Over 400 E London council workers met union chiefs in Poplar yesterday and applauded demands to make

Picketed

Union representatives from the Transport and General Workers' Union, the General

Speed-up fight as Tories attack BSC

SHOP STEWARDS at the British Steel Corporation's River Don and Associated Works at Sheffield are negotiating bonus increases for most manual workers.

Production machinists, hammer drivers, stampers and ancillary crane drivers, slingers, labourers and inspectors are all involved.

The negotiations are at different stages for each section of workers, but all are tied to a productivity points index, based on the relationship of overall man-hours worked to overall production and linked with greater flexibility and mobility of labour.

The management wants a position where workers can only increase wages by accepting further manpower cuts, combined with the ending of 'restrictive practices'.

Labourers, crane drivers and slingers have been operating this system for a number of

Lucas maintenance men return to work

AFTER EIGHT weeks on strike, maintenance workers in the works engineers department of the Lucas and CAV factories, Fazakerley near Liverpool, returned to work at the weekend.

They were on strike for a £5 straight increase, but returned to work on the basis of management's offer made four weeks ago.

This involves a £4 increase which incorporates rises already agreed on

Australian LETTER

Sydney, Sept. 30—Despite the fact that the attempt to inject a law-and-order issue into the recent anti-Vietnam War Moratorium burst over the electorate in a local by-election with all the force of a wet paper bag, the government has not given up trying to force a movement to stir up reaction.

This time the props used were a Vietcong flag and the Labour opposition leader Mr Gough Whitlam's statement that young conscripts who object to the Vietnam war should register, but refuse to serve. (The Australian Labour Party is officially opposed to conscription.)

Although the Labour Party claims a majority of votes in Australia it is effectively barred from office by a coalition of the Liberal (Tory) and Country Parties.

A Federal Senate (Upper House) election is in the off-

ing and the ruling coalition is determined to whip up anti-Labour feeling over the protest issue.

The usual hysterical note has been thrown in by the government and its supporters.

The Labour Party, according to Country Party Leader and Deputy Prime Minister Mr John McEwen, is determined to bring an end to parliamentary democracy and replace it with an authority established by disruption—hence the street demonstrations supported by the ALP, according to Mr McEwen.

But once again the government's attempts at scaring the silent majority, supposedly on its side, could well backfire.

The Vietcong flag came on to the scene when it was featured in a photograph behind Mr Whitlam seen addressing a meeting.

The picture was tabled in Federal parliament. This, said

Italian unions sell out on reforms

ITALIAN trade unions have agreed 'in principle' with the government on reforms of health services and urban housing.

Trade union representatives are to collaborate with government officials and the Interministerial Committee for Economic Planning (CIPE) in drafting laws to provide a non-contributory health service and cheap housing, built with private capital for the next three years and then public money.

the government is the Labour leader speaking beneath an enemy flag.

The picture it seems was taken by a staff member of the Australian News and Information Bureau, a body whose job it is to give trade and migration publicity for Australia overseas.

But it appears that during a demonstration in Canberra, cameramen, on Prime Minister John Gorton's orders, had been busy taking pictures of protesters—including Mr Whitlam.

Mr Gorton's use of the ANIB to take what are obviously contrived pictures has created considerable wrath and possibly destroyed any advantage—if one was gained—from Mr Whitlam's conscription statement.

But even more sinister are the claims levelled at him by the Labour leader that the picture presented to the world had also been doctored and trimmed.

The ALP is certainly in opposition to the Australian involvement in Vietnam (in the long run that might be where the votes are), but pro-Vietcong and pro-communist—never.

WHILE the capitalist government is still continuing its law-and-order fight its strong-arm arm from the demonstration, the police force, is also continuing its good work.

Members of the public, and even some witnesses who arrived at Sydney's Court of Petty Sessions to hear charges arising out of the Moratorium march, found police barring them from entry. Inside the courthouse every seat usually occupied by litigants and attorneys, and all seats in the public gallery were occupied by policemen.

This action has resulted in a barrister seeking a contempt of court order against two police inspectors responsible for the action.

Even if most of the newspapers and all the right-wing politicians have nothing but invectives to level at those who protest against the Vietnam war, the people of that country have not overlooked the effort being made.

Radio Hanoi this week broadcast a 'sincere thanks' from trade unionists to those who organized the anti-war demonstrations throughout Australia.

The official N Vietnamese Radio said in the broadcast, monitored in Hong Kong, that the Federation of Trade Unions has warmly acclaimed the action.

It also protested against the 'savagery repressions and mass arrests of demonstrators...'

In a separate broadcast the radio said:

'The current anti-war movement in Australia is providing practical support for the Vietnamese people's anti-US fight for national salvation...'

VALUABLE

In any case, as the last six years of centre-left coalition governments show, promises, agreements and even draft laws for reforms are valueless.

The basis of this betrayal was laid three months ago when CISL and UIL chiefs took the lead in calling off the general strike against the planned centre-left government, under Rumor, resigned in open political blackmail the previous day.

The stated policy of the CGIL, the main communist-led trade union, is still for action on the outstanding demands. But the reactionary core of their line is the pursuit of 'unity' with their fellow CISL and UIL bureaucrats.

The Stalinists followed them in calling off the July 7 strike and will certainly use their betrayal now as an excuse for retreat by the CGIL.

STIFFENING

The sell-out on the reforms will mean a stiffening of the struggle on wages and conditions at shop-floor level.

Workers struggling to keep up with inflating prices face the manoeuvres of union officials, who refuse to back the struggle to enforce the agreements made during the mass strikes of last winter, and accelerating repression of militants in the factories.

At Verbania, in N Italy, a strong force of riot police and armoured vehicles arrived last week to 'ensure public order'. The 2,000 workers of the main factory there, the Rhodiato textile plant, have been on strike for almost a month to enforce the national contract signed in March.

In face of this provocation they decided overwhelmingly to reject the proposal of the 'left' Christian Democratic Under-Secretary of Labour, Toros, to go back to work and start negotiations.

Toros' intervention was at the invitation of local union officials.

Preparation

The stepped-up productivity drive at BSC coincides with Tory preparations to announce their detailed plans for steel denationalization.

The government is believed to be considering a number of ways in which this can be done, 'unscrambling' the Corporation—created under the Wilson government—and handing back its most profitable parts to private investors.

Tory programme promises to 'progressively reduce' state ownership of the steel industry. Tory businessmen with

WEATHER

General situation: A depression over North Scotland will move slowly east. All districts will have a windy, showery day.

The showers will be more frequent in the west and north and will become heavy and prolonged at times in Scotland, N Ireland and N England, with perhaps some sleet or snow over the Scottish mountains.

The showers over the Midlands and E England will be lighter and less frequent. It will come cold in the north, rather cold in the south.

Help the Young Socialists make their GRAND XMAS BAZAARS a great success

If you are able to sew, knit, paint and can make goods for our bazaars. If you can give us jumble, gifts, tins of grocery. Please contact Young Socialists Bazaars, 186a Clapham High Street, London, SW4.

THE BAZAARS ARE AT:

LONDON Saturday, November 28
Plashet School (near East Ham tube) Doors open 12 noon

LEEDS Saturday, December 12
Corn Exchange Leeds Doors open 12 noon