

# HUNGARY CP OUSTS EX-DEFENSE CHIEF

VIENNA, Austria, July 22. — The Hungarian Communist Party disclosed today it has expelled Mihaly Farkas, former defense minister and associate of Matyhas Rakosi who resigned as Communist Party General Secretary last week.

Budapest Radio said the party's central committee last week stripped Farkas of his party post and recommended the government take away his rank of general.

The central committee, the broadcast said, accused Farkas of misusing his authority, damaging socialist laws and persecuting innocent party members.

Farkas was a member of the party's central committee and a deputy of the Hungarian parliament.

Farkas became secretary of internal affairs in the first post-war Hungarian government in 1945 and in 1948 became defense minister.

Farkas soon became a member of the central committee and the politbureau. He was appointed general of the army in November, 1952.

When Imre Nagy became premier in 1953, Farkas was dropped as defense minister and politbur-

eau. But he remained in the central committee and became one of its secretaries that August.

At the May 30, 1954, Communist Party congress, Farkas regained his job on the politbureau, but was recalled from the politbureau and from the secretariat of the central committee when Nagy was

ousted for rightest deviation last year.

1955 purge, Farkas remained a member of the central committee and parliament but repeatedly was denounced as Stalinist. Unconfirmed reports reaching Vienna late in June said he had been arrested.

## 48,000 British Auto Workers Strike Today in 12 Plants

LONDON, July 22.—Some 48,000 auto workers will lay down their tools tomorrow in the largest car manufacturing strike in Britain since World War II.

Fifteen unions issued strike calls to workers in 12 major plants in a showdown over the dismissal of 6,000 employees of the British Motor Corp.

The BMC, which makes Austin and Morris cars, said the workers were surplus. It fired them with three weeks pay. The unions are demanding more compensation.

The strike is the first major clash

between unions and employers resulting from the British government's credit-squeeze policy.

It also results from increased competition in the export market, particularly from West Germany, although Britain still exports more autos than any other nation in the world.

The strike could spread outside the industry. The Transport Workers Union ordered its 1.3 million members to support the strikers.

The unions have assigned pickets to all BMC plants and threatened heavy fines and expulsion for members who continued to work.