

Letters from Readers

The views expressed in the letters printed below do not necessarily reflect our own. However we are glad to present their opinions and invite others to write to this column.

Poet Sings Worker Drive

Dear Editor:

Ten or fifteen years ago, Mike Gold published in his column a poem of mine written to help the annual Worker and Daily Worker fund drive. This would seem a time to use it again.

THE DAILY WORKER

Since the earliest poems, like Piers the Plowman's who spoke before Chaucer our English tongue, Truth has been fought for by most men.

Some found it, like Parsons—he who was hung: "Let the Voice of the People Be Heard," he cried just as the hangman's rope was sprung and he died.

Always the quest—who speaks the truth?

goes on, and for whom? And the poorer the lies

That are told by some to enslave the poor

The more precious the truth. And so we prize

This paper now. That its voice May live

And help us all to be more wise—and give and give.

—WALTER LOWENFELS

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Program Automatic

Dear Editor:

The press and public opinion have been put on the alert by the problems facing the automobile industry in the biggest car producing countries, U.S.A. and Great Britain, which together account for two thirds of world car production.

In the United States over the past few years, there has been a big development in automobile production, reaching the record figure of 9,169,000 vehicles (including 8,000,000 cars) in 1955, with just over 900,000 workers employed.

This result was obtained, by unquestioned development in technique and organization, particularly with the production of automatic machines, but above all by a considerable intensification of labor.

To find customers for their big production, the monopolies

granted a number of credit payment facilities, spreading monthly payments for a car over sometimes very long periods, and of course generally with a very high interest rate. By this method sales more or less kept pace with production over a certain period.

By the end of 1955 the gap between sales and production was already about 700,000 cars. At present time stocks of cars unsold amount to near 300,000. Under these conditions, car companies have not hesitated to lay off thousands of workers. At present in Michigan its 280,000 idle workers.

In my opinion, the prime causes of this situation lies basically in the inadequate purchasing power of the people, of wages in particular, the exorbitant cost of cars, resulting from the great profits margin of the companies, and barriers to international trade.

It should also be noted that the speeding up process of automation in the United States, is not accompanied by lower prices or a better standard of living for the general body of the people, which would make it possible to extend markets.

Meanwhile the process of automation continues.

It is believed that with the present rate of capital investment in the automobile industry in the U. S. full automation will be achieved in the coming ten years. This means that if organized labor does not take some definite steps to cope with this that hundreds of thousands of workers will be walking the streets in auto, jobless.

The workers are not against new techniques, they are not opposed to automation, but they are opposed to the companies introducing automation, not to help mankind, but for greater profits.

Workers have always welcomed new techniques which brings them benefits. But they reject a situation whereby these technical changes are accompanied by a cruel indifference to the fate of the working people and when machines or automa-

tion assembly lines overshadow the men and women.

I want to raise for discussion among my fellow unionists at Ford Local 600 the following proposals for consideration:

1. That no steps will be taken by management of Ford Motor Co. in the field of automation without consultation with the union.

2. No layoffs, but workers displaced to be retained on their usual earnings, pending alternate work.

3. Increased output to yield more pay.

4. Technical training to be paid at rate of payment of last job.

5. Thirty hour week with 40 hours pay, on all jobs now.

WILLIAM (Bill) McKIE

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Welcomes Union Election Work

Cape Town, South Africa.

Dear Editor:

A small item of news in a local paper here said that organized labor in the U. S. A. intended to raise \$1,000,000 to finance the opposition to President Eisenhower at the forthcoming presidential election.

Believe me when I say that this made my heart glad. I am 82 years of age, with 62 years membership in the Amalgamated Engineering Union. Throughout my life, I have longed for the day when the workers would learn who their real enemies were. I have watched the U. S. A. newspapers that come to this country, and have realized the blatant hypocrisy of Eisenhower, the broken promises to the workers that he made from time to time.

At the moment, too many governments are under the dictatorship of members of the military caste, who are the tools of the "money power." Until the united workers succeed in kicking these people out of office, we shall never enjoy the security and abundance made possible by the scientific development of industry.

I feel that the peace of the world hangs on the efforts of the workers of the U. S. A. in this election campaign.

What I have written applies also to John Foster Dulles who, in my opinion, is a cancerous growth on the social structure of your great country.

With all my heart I wish you success in your efforts.

CHARLES B. MUSSARELO