

The Strength to stay in Bed

or rather, wants, through advertising.

But can we pay people enough to go down the mine? As the 'FT' comments, 'All over Europe it is becoming increasingly difficult to persuade men to go down the mines, clear garbage, drive public transport, or do the dirtier and more unpleasant factory jobs.' There comes a point, in nursing, in the mines, or in the police force (although this job has other compensations) when the wages alone, especially in a society where labour is in short supply, cannot supply sufficient incentive. Increasing mechanization, do-it-yourself devices, self-service have, in many industries, filled the labour gap but where the job is especially onerous, dangerous, or poorly-paid, or all three, as in mining, exhortations must be tried, appeals to loyalty and patriotism must be plugged, or, in final desperation, higher wages must be offered with bonuses for production. All these have been tried with mining but to no avail, labour-power, as the 'FT' says 'votes with its feet'. Especially in view of the fact that in certain sections of the Coal Board's areas pits are being closed and miners are being made redundant.

For that we coal-users should rejoice but why at the other end of the country should we deplore absenteeism when the ultimate intention of automation is to do away with human labour altogether? Surely the mines are the very place to start this process. Where there is the maximum of dirt, indignity and danger, the man who has the strength to stay in bed (on full pay of course) merely anticipates the blessings of automation.

JACK ROBINSON.

PATRIOTISM DOES NOT PAY

THE RAILWAYS in this country are practically finished. It has been admitted that a man working on the railway can, if he has more than one child, get more money on the dole than he can by working his normal hours. Of course the men have been making their money up by working overtime, but with the industry running down this, in many cases, is no longer possible as there just isn't the work to go round.

The railways are slowly grinding to a halt. The service is inefficient (it's sometimes quicker to take a parcel on foot than it is to send it by rail as parcels have been known to take as long as nine weeks to travel a couple of hundred miles), the men are fed up and are drifting away into jobs that pay better and are more satisfying to do. Abuse is heaped on the men who stay on—by the public, who suffer inconvenience, and the officials who say that the industry must make a profit and that the men are sabotaging the job.

Kings Cross, once a huge thriving goods depot, is slowly running down, only the fish coming down from Scotland and the North keeps the station going. Why is it that, with road traffic being bogged down by jams that will get progressively worse as traffic increases, the railways cannot hold their own.

A GOOD JOB

Once upon a time the railways were a job to get if you could, a regular job, done by men who took some pride in their work and were efficient to a degree totally unknown today. The railways in Britain were the finest in the world. Then the war came. Many of the men left the job as they were called up for military service and their place was taken by women and older men. The war was on, everyone was very patriotic, especially those on the railways. They were good

EVER SINCE ARDNADAM pier, the State has been trying its hardest to nail some of the saboteurs carrying out deeds of defiance in the name of Scots Against War, and it has finally succeeded in spite of its bungling bureaucratic incompetence.

On January 7 at about 9 o'clock four SAW supporters (Comrades Elizabeth Smith, Iain Mitchell and two others) made their way back to Portlethen Civil Defence HQ. The previous raids had been hasty and they wanted to do a thorough search and also render the bloody place useless.

The entry was very difficult, more so because the drill broke, but finally the bolt of a cast-iron grille was sawn through, and the lock of the door behind sawn off. Before the entry at about 10.20, the cables to the radio mast were cut.

Inside various good maps of installations were found but the filing cabinets (to which they had the keys), were practically empty.

The radio and telephone equipment were then put out of order, and one of the telephones must have set off an alarm, for they were surrounded after about half-an-hour heading for Aberdeen by a back road. Two police cars drew up and what followed convinced the four that they must eventually triumph over the State, because, Christ, they're stupid. There they were with sacks of tools and stolen maps, in the dead of night, four suspicious characters, and they only took their names, saying there'd been an incident back on the road, then they drove off. When they were seen coming back 10 minutes later, the SAW people managed to hide a good part of the stuff before being driven to Bucksburn County Police HQ. There efficiency reigned supreme once more.

The accused were sent to different rooms and Iain Mitchell tells me he had time to stuff the keys to Portlethen, which they had got during the raid, and other incriminating evidence up a ventilator. They were then 'interrogated' for a couple of hours.

I must however make one thing

Aberdeen Anarchists on Trial

clear. There was no violence, there were no threats. New police methods you see, take a long time to get to this part of the country. The detectives were quite good manies and one of them was nearly converted to Anarchism.

The impression they gave was that they watched 'Z-Cars' too much.—'Ever been in trouble before?' 'No.' 'You're in big trouble now' and 'Listen, I'll come clean with you' also 'I make no deals ...' and 'I give the orders around here'.

They asked them to confess, saying it would go easier. But they didn't appreciate the humour of the suggestion that the sackful of tools and maps plus the fact that the SAW agents were there at the time, were only circumstantial evidence.

Finally they were charged with 'theft by housebreaking' and 'malicious damage of property to the value of £750, belonging to the Scottish Home and Health Department'. What the hell have these places to do with homes and health!

They appeared in Stonehaven Sheriff Court on Saturday and pleaded guilty, then were remanded for background reports. The sentence is on January 19 at 10.30 a.m.

When the accused got their property back they found that proposed leaflets, etc., for the Scottish Easter YCND demonstration had been taken and also letters and an

Aberdeen YCND agenda. 'This,' as one of the police said, 'is a free country'. There was nothing important taken, so good luck and many worried sleepless nights to them.

The accused expect to get off with a heavy fine as it is their first offence, and donations should be sent to: Forbes Browne, 20 Mount Street, Aberdeen.

Just before this article was written, I was reading the piece in FREEDOM (8.1.66) about the TA's role in a nuclear war. It is from places such as Portlethen that the orders for such atrocities will be sent out, and these people from Aberdeen have put it out of action for a long time.

Until the day when the people go out and bury these places for ever, we hope that other groups of Anarchists will follow this example and do it for them.

SCOTS CORRESPONDENT.

Editorial comment is on page 3.

STOP PRESS

Two adults fined £120 each.
Juveniles—one £50 fine and one 2 years probation.
Appeal being lodged.
Funds necessary.

want from life, can you? As the job became more and more of a muddle, and got worse and worse, more and more of the pre-war railwaymen went to find better jobs. The attitude of those that remained was one of bitterness as more and more abuse was hurled at the railways by all and sundry, it became, in fact, almost a national sport.

Then came the era of Doctor Beeching who was paid many thousands of pounds a year for brilliant ideas like closing down all the lines that don't make a profit. He was given two years to make the railways pay, and the men who were under him (the scrubbers) girded up their loins and swore that he would be a failure. He was; the men made sure of this. It was of no use striking now as very few people cared if they did, but they could take their money and give as little as possible for it. Manufacturers were using the railways less and less, they couldn't stand the delays, the fares were rocketing to unthought-of heights. It was now quicker to go almost anywhere by car, and cheaper too! The Unions were worse than useless, and even if by a miracle they suddenly became militant it would be too late as they have no real blackmailing power any more. The situation on the railways is going to get worse, and the solution is not easy to find for things have gone too far.

A SERVICE

If the railways were run as a public service it would not make the fares any cheaper for they would have to be paid by increased taxation. It would mean having a totally new attitude to the job, and could the men take up this attitude now after all the ridicule and bad conditions they have had to endure for ages. Also if the railways were run as a service under any government department, money would be thrown away like water. Inefficiency seems to be a 'certain' part of nationalisation, possibly because ex-generals and company directors are always put in charge (at least they are on the railway).

But the main reason (as I see it) that this chaos has occurred, is that the unions did not keep the wages of the railway workers up to the national level

and so lost all the best men. This (coupled with the fact that the railway stock was allowed to depreciate during the war), is the reason why we are all in this pickle. Patriotism does not pay, as can be shown from this article. If the railway workers had used their power when they had some we might have had a railway system today that was still some use. The public never had any sympathy, and now has no railways. For they are so expensive to go on that it's almost the rich man's way of travelling today. What price nationalisation now?

THE ANARCHIST ALTERNATIVE

But do the anarchists have an alternative to the confusion on the railways and public transport system under a capitalist system?

Yes they do. The anarchist believes in aiming for a society in which public transport will be free. The men who work on the railways would get their wages in kind. They would have free access to the goods in that society, as would all other people. They would not be under-privileged because their industry did not make a profit, for the ideas of profit and loss would be ridiculous in a society where the wage system was abolished and men worked for their own good and the good of all. The railways would be under the direct control of the men who ran them, the railway workers in fact. This is real democracy in industry, not highly paid jobs for boys who don't know their jobs. Of course this cannot be achieved in a day. Firstly the men must get control of their union, they must link up with the unions in the other transport industries and, when there is bother, they must stand by each other. They must have as their aim workers' control of industry. They must ultimately aim at taking over the industry to run it for the public as a service, and they should receive as they do this, the things they need in life from others in that society, as a service too. Until something of this sort is achieved chaos will continue to be the order of the day, and the poor railwaymen will continue to 'take it' from all and sundry.

JAFSIE.

Why Lobby Your MP?

ON JANUARY 25 Parliament re-assembles and then future legislation will be announced, including measures which are aimed against strikes. The full details of this anti-strike legislation are not known, but fines are likely to be made on unions who do not give notification of wage claims, with additional penalties for workers who withdraw their labour or take any other form of action while these claims are being considered by the Department of Economic Affairs, or the Prices and Incomes Board.

Obviously if this proposed piece of legislation becomes law, then it will place considerable restrictions on workers. To oppose this legislation, a lobby of Parliament is being organised for January 26. In last week's issue of FREEDOM, I called this lobby a 'useless activity'. I still consider it such, but now this campaign is going beyond an actual lobby. In Liverpool, for instance, not only are

coach loads of workers coming down for the lobby, but a number of building sites are stopping work for the day.

It is this stoppage of work that is the important thing, and will have a far greater effect than delegations of lobbyists from different parts of the country. The thing about lobbying your MP is that you are asking him to do something about your grievance, but you have no control over what he does, and if he does not carry out your wishes, you have no redress. You cannot get together and elect someone else as you can in the case of an unsatisfactory shop steward. Supporters of 'democracy' and the parliamentary system will say that you can vote for someone else at the next General Election, but the parliamentary road is one of betrayals and well trodden garden paths.

FALSE SENSE OF ACHIEVEMENT

The reason why the labour movement

is threatened by this legislation is because it thought that it could achieve its aims by parliamentary means. 'If only we could capture the state apparatus, then we could use it for the benefit of workers'. How wrong these theories have been. What will a lobby achieve? For one thing, a false sense of achievement in that one has seen his MP and that is that. It seems that the Lambeth Trades Council originally called for the lobby and the Socialist Labour League gave its support, but now the latter is pushing it for all it's worth. No doubt other Left-Wing groupings will try to make political capital out of it for themselves. They are united in one thing, they believe in leadership and control from the top.

It is to be hoped that this campaign against the legislation will broaden out beyond the restrictions of the traditional means of protest and will extend to a campaign of strikes, meetings, marches and general agitation. This campaign must be run by the workers themselves, through their own shop stewards organisations. The best way to defend methods of struggle is to use them.

This proposed legislation once again illustrates the whole illusion that any basic change in society can be made through parliamentary means. The State is once again assisting the capitalist system and to do this, it attacks here, as in other countries, the working class and its means of gaining demands. Unless the Labour Government's legislation plans are defeated, then still more of our freedom will be encroached upon by the State. P.T.

FREEDOM

For Workers' Control

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PIB - Guilty of MURDER!

RAILWAYMEN MAY BE the

first section of workers to be seriously challenged by the Government. As was forecast in last week's FREEDOM, the Prices and Incomes Board gave little or nothing to the railwaymen. In fact the basis of their wages negotiations has been thrown out. PIB reviewed railway pay negotiations between 1958 and 1965 and proceeded to tear apart the Committee and Enquiry which sat under Guillebaud. The Board objects to the continued use of the Guillebaud formula. The unions, it says, 'have had to rely solely on keeping up to date the comparisons between the lowest railway adult scale and outside labourers rates, because these were the only ones that were unidentified'. The Board in fact tries to prove that railwaymen's earnings have increased more than in all other industries excluding agriculture. The Board trots out the usual line that increased wages must be geared to increased productivity, by that they mean extended single manning of locomotives, a wider range of duties for guards, and the abolition of demarcation lines between station and parcel porters. They also suggest that at one main line London station a third of the staff could be cut without losing efficiency. It also wants substantial progress in implementing Dr. Beeching's closure proposals.

And now comes the real plum of the Board's report. It states that there are other claimants to the benefits of higher productivity. 'First, there is the tax payer, who has in effect been subsidising railway wages. Secondly, there is the customer. Passenger fares have increased by more than 25% in the last five years.' Surely, this 'heavenly body' hasn't the temerity to suggest that if it wasn't for railwaymen's wage increases fares wouldn't have risen.

There were two major proposals in the Report; one, every year the Government should publish 'Realistic Target' for the reduction of the railways' operating deficit. It is pretty obvious how they hope this deficit will be reduced: (a) by virtually freezing railwaymen's wages; (b) rationalization of staffing; (c) by running less bleeding trains (à la Beeching)—no mention of stopping compensation to the starving share-

holders who have been drawing blood since nationalisation and that includes our trade unions of so-called principle. The second major proposal was that the Railways Board should 'act commercially', leaving the responsibility for maintaining uneconomic activities on the Ministry of Transport. 1969 will see trains as frequent as mayflies and as expensive as a jet passage to Bermuda, with railway workers still earning peanuts.

Sidney Green, General Secretary of the NUR, was choked and no one can classify him as a left-wing rebel. The NUR executive meets on January 18 or 19 to consider the Report. A call for strike action is expected to be made. Mr. Green stated that it took Guillebaud 18 months to devise the system and the PIB three months to destroy it. Much more attention had been paid to the management's evidence than to the union's. He stated at a press conference, 'If wage rates are going to be held down by rest day working and overtime let us stop doing it'. To my mind that's fair enough; if the management claim, and prove, that you are cutting your own throat, then's the time to stop.

Obviously, railwaymen are going to have a battle on their hands and this time they cannot afford to play footsy or go off at half cock. They have got to play to win and it will be easier in conjunction with the rest of public transport. Never before has it been so screamingly obvious that railwaymen, tubemen, and busmen should act together. The latter are being cut to ribbons by the London Transport Board and backed by the Government. The trade union leaders are not going to suggest or welcome this, so it is up to the rank and file to set up a joint fighting committee. And I believe that one of its first jobs should be to present its case to the public, the poor bastards who wait 40 minutes for a bus, arrive 40 minutes late by train, to find that their connection has been cut out. We all know that public transport and the passengers get 'at it', this is understandable, but let's get at the grass roots of the trouble. Public transport should be a social service run by the workers themselves who certainly do not need any ICI bod to tell them how to run the job.

BILL CHRISTOPHER.

A FORMULA has been found for a return to work at the R. Woolf's rubber factory at Southall. Not a great deal has been achieved, but it seems that the strikers had no other alternative. They have been out for over six weeks and although the Transport and General Workers' Union recognised the strike, they have not paid out any strike pay.

Over the next two weeks, half of the strikers will be reinstated, and as production gets under way, the rest will return to work. The demand for a closed shop and a rise in wages for the lowest paid workers have not been granted. What really lies at the root of this dispute is a struggle of the workers to organise themselves, in the face of opposition by a reactionary management. This is by no means an easy task and it has meant a great deal of sacrifice by these workers, mostly Indians, but they have achieved it and have managed to stay out for a considerable time. They have been greatly assisted by other Indians in the com-

Woolf's - A Struggle

munity, who have given credit and not collected rents.

PICKET LINES CROSSED

If Woolf's had been able to get enough workers to take the places of the strikers, then, no doubt, the strike would still be on. They did manage to get 140 men to cross the picket lines, these being mostly Pakistanis. As in most strikes, the crossing of a picket line leads, quite understandably, to anger on the part of the strikers and a certain amount of violence often ensues. In this case, the whole thing has been blown up into a racial situation by the newspapers. Prejudice between Indians and Pakistanis might be involved, but I believe it is mostly a case of the strikers expressing their anger about the 'scabs', for that is what they are. If the Pakistanis, or for that matter, any other nationality, crossed the picket line at Woolf's, then they are 'scabs'.

At the last General Election, the British Nationalist Party's candidate, John Bean, got 3,410 votes. This shows the considerable influence the racials have in the area and they have used this strike in further abusive attacks on immigrants. The Indians, with their Indian Workers' Association, have gone to great trouble to try to combat these racial attacks. It seems that this organisation has done its best to make the Indians more British than the British themselves. As *Peace News* writes on its front page last week: 'Before the strike, the Indians, under the guidance of the Indian Workers' Association, left little room for criticism. Their homes and families are clean and tidy. Most of them have made positive efforts to follow British customs. Now, the racials can charge the Indians with the insults that have been thrown at strikers for years—'lazy', 'troublemakers', 'greedy'; etc.

Workers Against the Law

AT THE VERY well attended meeting of industrial militants at the ENV stewards meeting on Sunday last, there appeared a new organisation dedicated to the strengthening of the rank and file movements and to fighting the Labour Government's incomes policy.

The response was very good, coming as they did from all spheres of the political world, there seemed to be a realisation at last amongst the rank and file that the only way to unite is on a non-political basis. This means that they have, for a time at least, decided not to break an organisation up on theoretical issues before it starts (a marked improvement in attitude).

Speaker after speaker emphasised the need for strong rank and file organisation and expressed determination to destroy the so-called incomes policy which as it was pointed out is a piece of capitalist con-manip. The endeavours of the Labour Party to legalise the position of the trade unions in regard to

Continued on page 3

Contact Column

AFB Annual Conference. Birmingham, Coventry and Stoke Groups propose this be held in Birmingham, weekend April 2/3. Details following. Comments?

Vietnam—Australian Conscription. All day picket January 25 (day before Australia Day). Australia House, Aldwych. Attend at lunch-time if you can.

The Secular League. Britain's only secular/freethought society, wants association with all progressives. Aims: Equality for all, internationalism—united from the bottom—no pontiffs or political careerists welcome. S.A.E. for principles and objects; J. A. Millar, 139 Elm Road, Section 4, New Malden, Surrey.

Accommodation. Wanted, libertarian working girl to join West London (near Marble Arch) mixed community in mid-January. Own sordid room. Rent £2 10s, including electricity and gas. Box 20.

Teach In on Immigration and Integration. January 26 at 1.15 p.m. at Borough Polytechnic (Elephant & Castle).

Contacts Needed. Long Beach, California, USA area. Get in touch with Charles Levy, P.O. Box 743, Long Beach, California, USA.

Accommodation. Couple wishing to 'legalise' quite soon; must find accommodation before doing so for selves and 2½-year-old daughter as soon as possible. Cheap rent perhaps in return for some work in house, garden, etc. Town or country; anything, anywhere considered. Please contact Stella A. Fauser, 242 Amesbury Avenue, London, S.W.2.

New Poster

War Waste Want Why? Politics!

34d. each plus postage. Orders to Bill Sticker, c/o 17a Maxwell Road, London, S.W.6.

New Zealand Federation of Anarchists. First Annual Congress, December 26 to January 6. Enquiries Box 5455, Auckland C1, N.Z.

If you wish to make contact let us know.

OUR SOUL IS NOT FOR SALE

IT NOW APPEARS rather doubtful that the workers at Fairfield are prepared to exchange their souls for a job in the shipyard. The Boilermakers Society are certainly not prepared to invest money into the Fairfield consortium. It is reported that at one stage the NUGMW and the ETU were prepared to invest but now they will have second thoughts. Sir William Carron of the AEU is rather upset about the attitude of the other unions but it is believed that he won't go it alone.

Regarding the big play about tearing up rule books, Danny McGarvey, president of the Boilermakers, said there was no question of the Boilermakers tearing up the rule books or letting anyone else dictate working rules. But they were willing to talk about interchangeability providing this meant higher earnings. As was to be expected, the workers are suffering adverse criticism on their attitude to this project but the scurry trick by the shipowners has slipped by unnoticed. A contract was placed with

Fairfield to build a 63,000-ton bulk carrier for the P & O Group in November 1964, at the same time P & O placed orders for three similar ships with Japanese yards. The contract became invalid when Fairfield went into the hands of the Receiver. By mutual consent it has not been re-negotiated. Obviously, this patriotic tripe is for workers only, it keeps their mind off wages and conditions.

BILL CHRISTOPHER.