

THE

SEPT. 1973

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BLACK

THE UNITED BLACK WORKERS

FROM THE

VOICE



FORD MAHWAH PLANTATION



Black construction workers in Phila. — a target of White House conspiracy.

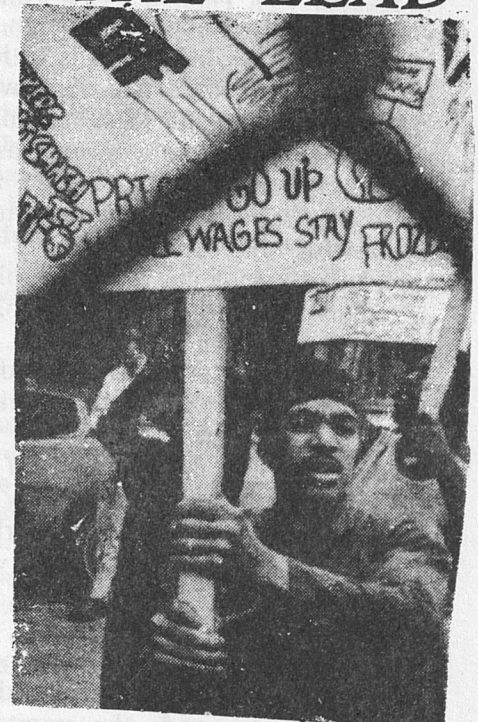
BLACK WORKERS

TAKE

THE LEAD



Employees carry Shorter and Carter on their shoulders following shut-down at Chrysler plant in Detroit.



AUTOWORKERS PROTEST INHUMAN, DANGEROUS CONDITIONS, WALK OUT OF CHRYSLER'S MACK AVE. STAMPING PLANT.



WORKERS WIN ONEITA STRIKE

Oneita strikers on a "March for Justice" to dramatize their strike demands.

If there is no struggle, there is no progress. Those who profess to favor freedom yet depreciate agitation, are men who want crops without plowing up the ground; they want rain without thunder and lightning. They want the ocean without the awful roar of its many waters. . . . Power concedes nothing without demand. It never did and it never will. Find out just what any people will quietly submit to and you have found out the exact measure of injustice and wrong which will be imposed upon them, and these will continue till they are resisted with either words or blow, or with both. The limits of tyrants are prescribed by the endurance of those whom they oppress.

Frederick Douglass, 1857

THE BLACK VOICE

The Black Voice is the information arm of the United Black Workers, an organization of workers at the Ford Mahwah Assembly Plantation, Mahwah, New Jersey. Thanks to the efforts of our members, friends and supporters, The United Black Workers offers The Black Voice as an alternative answer to the New York Daily News, Playboy Magazine or other types of similar reading material workers are forced to read.

The Black Voice was started in 1970. Its purpose, to help educate, expose, inform and even agitate our fellow workers out of a feeling of complacency and frustration. Its further purpose is to assist in dealing realistically with the many problems facing workers on the job, in the community, country and around the world.

We do not profess to be experienced newspapermen and women. We have no degrees in the fields of journalism or printing. We do have a serious commitment to reach, unify and struggle with the working class of men and women wherever they may be. We do see the need for communication for and about workers and their many problems. These problems are daily problems. These problems are not isolated, they affect us all.

The United Black Workers and the Black Voice has dedicated itself to this important task.

Many people in and out of the struggle readily talk and now are writing about the plight of workers. The sweet-heart Marriage between union officials and management, conditions in the factories, mines, steel mills, telephone companies, hospitals, the problems of the farmers and migrant workers and the sanitation workers are each being explored and exposed. Too few have taken it to the next stage or followed through with their editorials with concrete or direct action.

(a) We must organize to take over the union where they are doing nothing.

(b) We must provide goods and services to workers and their families.

(c) There are enough empty buildings and vacant lots which can be purchased for building homes and growing food.

(d) We must Demand workers control in the factories.

(e) We must provide Health Care and Day Care centers for workers and their families.

(f) We must fight with and for our women, for they are an important part of any struggle. They must be in the front ranks, not the rear.

(g) We must fight racism wherever it exists.

(h) We must fight against all unjust wars wherever they may be.

The United Black Workers and the Black Voice are about these goals. This is what we are all about. With workers uniting in small or large groups we can win.

There is also the responsibility of printing the true role of Black and Third World Workers in the building of this country, as well as the true feelings and attitudes of white workers during this time. This will enable us to read the true facts and to also understand the feelings and problems we are faced with as workers today. We shall present a picture of the skilled trades and the problems of the construction workers in addition to many other areas which interest workers and their families.

The Black Voice invites your criticisms, suggestions and comments. We can also use statistics concerning workers, health conditions, corporate set-ups (Ford, General Motors, etc. and all news of workers in any plant, school, hospital, farm, etc.

The right of people to decide their own destiny, to make their way in freedom, is not to be measured by the yardstick of colour or degree of social development. It is an inalienable right of peoples which they are powerless to exercise when forces, stronger than they themselves, by whatever means, for whatever reasons, take this right away from them.

KWAME NKRUMAH

NEWS ON WILBUR HADDOCK

The United Black Workers have been asked numerous questions concerning the struggle of our fellow brother, Wilbur Haddock, in his fight to regain his job of 15 years at the Mahwah Plantation. Since Brother Haddock was fired on March 19, 1973, the following events have taken place:

1. A grievance was filed with Local 906 U.A.W. on April 13, 1973.
2. That grievance has been *lost* by Ford Motor Company or Local 906 U.A.W. union officials, on or about the first week of May 1973.
3. Brother Haddock successfully defeated Ford Motor Company's efforts to deny him the right to collect unemployment benefits on July 17, 1973.
4. Having received no word from Ford Motor Company and/or Local 906 union officials since June 11, 1973, a suit was filed with the National Labor Relations Board and the State Civil Rights Commission of New Jersey on August 23, 1973, against Ford Motor Company and Local 906 U.A.W. leadership. Both suits are now in motion.
5. A personal lawyer has been retained to conduct a full investigation for whatever future action he (the lawyer) deems necessary.

At this time, Brother Haddock is still unemployed, still being harrassed, and still under surveillance. His spirits are high, and his commitment and determination remain unshaken. The United Black Workers would like to thank all of you who have shown an interest in Brother Haddock's case. This case is a very important one for workers everywhere. Truth and Justice are on our side. We shall WIN without a doubt.

**A VITORIA E CERTA!
VICTORY IS CERTAIN!**

**CENTRAL STAFF
UNITED BLACK WORKERS**

CONTRACT CORNER

With our contract with Ford Motor Co. expiring in Sept. 1973. The Black Voice offers you Contract Corner to inform and keep you abreast of what our union officials are trying to sneak pass us. When it comes time to vote to strike or except or reject our contract, you will have some idea of what you are voting for and what is really behind the fancy words.

The United Auto Workers contract with the Big Three auto companies doesn't run out until September 15. But already it's clear that the contract negotiations are probably going to amount to a big fat zero as far as most workers are concerned.

The slick gentlemen who run the UAW International are announcing that there's no need for a strike this year. In June, Emil Mazey explained it by saying that auto workers had already won just about everything they need, and he claims that all that is necessary now are a few improvements! And in July, Leonard Woodcock himself repeated the same thing: "No need for a strike." According to Leonard, that's because the government has controls on wages which are very generous!

But the government controls only allow for a 5.5% increase. Out of this tiny amount must come everything -- wages, cost-of-living, and fringe benefits. And this at a time when food costs alone are rising at a rate of 25% a year!

Woodcock also has backed down on the demand for voluntary overtime. He was eager to tell the companies that any plan to end compulsory overtime would let the companies put in some means of making sure the workers "wouldn't abuse it"!

On top of all that, the UAW leadership is completely ignoring the problems of continuing speed-up and job conditions that are getting worse and worse. Many Locals and rank and file workers are most eager to fight on these issues. But they are handicapped by the No-Strike clause. Most grievances are not strikable. They can only be put into arbitration. And the arbitrator's decision is binding and final.

There are some issues, like production standards, where the union still has the right to strike to back up its position. But the International has refused to back up the Local fights with all the power that the UAW has. They allowed the GM Local in Norwood, Ohio, and the Fisher Body Local in Flint, Michigan, to go out in long strikes. But both were defeated because the UAW leadership refused to spread the strike to other parts of the GM empire. So any real fight against bad working conditions or speed-up MUST be a national fight.

The two things go together -- giving up on demands and running away from a strike. If the union doesn't fight, it will never win a thing. The big corporations are not kind and generous. They give up only what they are forced to.

What is happening to the auto workers has already happened to many other workers this year. Truck drivers, rubber workers, oil workers, electrical workers, clothing trades and postal workers have all signed new contracts without a strike this year. The contracts were worth almost nothing. NONE of the settlements even kept up with the real increase in the cost-of-living. And the steel workers discovered their union leadership had signed a no-strike a-

greement A YEAR BEFORE their contract ran out! This made sure the steel companies would not have to give up anything.

How is it possible that so many workers have been sold out by their union leaders -- especially this year? For this year, workers

have seen their wages become worth less and less as prices are sky-rocketing. Of all years, this is the year for the unions to fight -- just to keep even for the workers, let alone worrying about getting a few more crumbs.

The top union officials keep repeating the excuses of the big corporations. They both say that keeping down wages will help fight inflation. And they both are worried because U.S. industry is hurting.

Both excuses are a lot of hot air, designed to fog up the workers' eyesight. ALL economists, even those working for the big corporations, admit that it is not workers wages that cause inflation. At least, they admit that in private when they want to discuss what's really happening, although they say other things publicly for propaganda purposes.

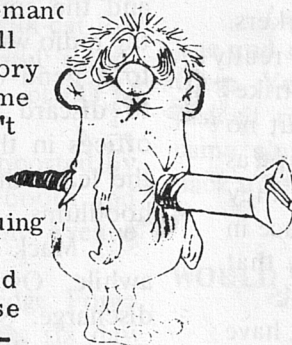
It's mainly the government spending on wars and subsidies for the big corporations that causes inflation. And these poor corporations that are supposed to be hurting so bad have rolled up their biggest profits in history.

So when the union bureaucrats throw out these excuses, they only prove which side they're on. They have become the biggest defenders of the capitalist system. They're the ones who make sure that the profits of the big bosses increase, while the workers find themselves in worse and worse shape.

This is all becoming clearer this year because the capitalist system is beginning to run into trouble. It can't get rid of inflation. And it can't even produce enough food for its people any more. Common things like gasoline are now becoming expensive luxuries.

As things get worse, the bosses need more help from their friends -- the union officials. In easier times, the companies could give up a little and get it back by raising prices or expanding production. But today when they are facing their own big troubles, they can only increase profits by cutting labor costs. They can only solve their problems by taking more out of the workers. That is why today the rotten role the labor bureaucrats play is easier to see. ■

GUESS
WHO
THE
TARGET
IS
THIS
YEAR!



Chrysler

U.A.W. GOON SQUAD BREAKS STRIKE AT MACK!

Workers at Mack Avenue Stamping Plant had their strike broken by many enemies. Chrysler used hundreds of cops to invade the plant and the courts who issued injunctions against the strikers and against all picketing. The TV and radio spread lies about the strike. But the biggest strike-breaker of all was the UAW international. They called in more than 700 bureaucrats from other Locals in Region 1. These goon squads used sticks, ball bats, pipes and even knives to break up the picket lines. Picketers were roughed up and threatened with serious harm. A few were beaten.

This was paid for by the UAW --by *OUR* dues. The goon squads were given lost time money, expenses and fed breakfast== all charged off to the different locals. The UAW made absolutely clear which side of the class line they stand on. They are with the bosses 100% and then some.

Doug Fraser, the UAW vice-president for Chrysler, tried everything to destroy the strike. Helies on the TV, claiming that few workers were involved. He tried to talk people into going back to work. He told Chrysler to use any means necessary to break the strike. And when that wasn't enough he rounded up his goons from the bureaucrats of all the Locals. Jefferson, Dodge, Lynch Road and Mack itself were well represented. At Dodge, the rotten gangsters dared to call up workers and tell them to come down to " **help** out" the Mack workers. Of course, they didn't tell the workers what was really happening. These rotten bastards are strike-breakers, finks, scabs, prostitutes, for Chrysler. But no words are evil enough to show them for as corrupt as they are. They are not decent human beings and they don't care if they have to grind another worker's face in the dust, if they can get a little slimy bit ahead that way.

Workers at Mack, just like -- all auto plants, have seen conditions become unbearable for human beings to work under. And they have also seen the UAW fail to protect the membership.

That is why the Mack workers went on a sit-down strike. The particular incident which sparked the strike was the firing of 5 workers. When several of them tried to gain support from their fellow workers, 2 guards attacked them. Workers around them defended the two, and the strike was on. Chrysler had learned its lesson at Jefferson, so they quickly cleared the plant. Chrysler told everyone that there was a bomb in the plant, and so most people left, without even knowing that hundreds of workers were sitting in on the fourth floor, welding department.

This was how it all started, but the real cause was the horrible conditions we all face. People can suffer only so long before an explosion hits.

Any strike upsets the bosses, because it means they lose money. Millions of dollars of production time are lost. But a sit-down really upsets the bosses. When *we* take over *their* property, we show our selves that we no longer need the bosses. Besides, Chrysler had another reason to be jumpy. The Jefferson workers had recently won a victory. They forced Chrysler to give in and not give any penalties. And the Forge workers for over a week held out against all attacks by the International.

So Chrysler really decided it had to break this one. It was able to because the Mack workers did not yet have enough organization to pull off a sit-down. The workers who did strike were solid and militant, but the sit-down was not prepared for in advance. So most workers at Mack did not know what was happening.

The workers who did fight are not to blame for this. People who are oppressed for so long get so frustrated. They explode. And sometimes the explosion comes at a time when it is hard to win.

But the **important** thing is that that the Mack workers DID begin the fight. This is the first sit-down strike in decades. The UAW was formed by sit-downs. But that was back when the UAW was a fighting union. Today the Mack workers are beginning the fight all over again. And just like in the 1930's the first attempts are usually defeated. But these attempts are only rehearsals for the big struggles which will come in the auto plants.

Auto workers will have to learn to defy the courts and the cops. They will learn that the newspapers and the radio will not report their story right. They will have to depend on themselves. And above all they will have to discard the strike-breakers who now occupy the offices in the UAW. We will have to put ourselves into the leadership, and to step over these rotten scabbing hoodlums.

Mack workers may easily feel demoralized for awhile. Over 200 people are being threatened with discharge. Some of them may get back, but only by giving up all their rights.

And this defeat will make the struggle inside Mack a good deal harder for awhile. People will be afraid for their own jobs. This will let Chrysler make the place even more a hell-hole than it is now.

But at the same time, most workers at Mack quietly agree with the strikers, they were happy to see the monster stopped, if only for a little while. And after people recover, the struggle will go on.

"After God had finished the rattlesnake, the toad and the vampire, he had some awful substance left with which to make He made a SCAB. A SCAB is a two-legged animal with a corkscrew soul, a water-logged brain and a combination backbone made of jelly and glue. Where others have hearts he carries a tumor of rotten principles. A strikebreaker is a traitor to his God, country, his family and his class!"-Jack London,

**"WE HELPED TO SHOW THAT WORKERS
DO HAVE THE POWER, IF THEY WILL
USE IT":**

**AN INTERVIEW WITH CHRYSLER WORKERS
LIBERATION NEWS SERVICE**

(Editor's note: In mid-August, the United Auto Workers (UAW) announced that it had chosen Chrysler as its negotiations target in the weeks leading up until September 14 when its contract runs out. The Larger automakers, Ford and General Motors, who also must sign new contracts with the UAW, will not have to begin bargaining hard until an agreement is reached with Chrysler.

Under the "strike target" strategy, which the UAW has been using since 1955, pressure is put on one company to come to an agreement or face a shutdown while its competitors continue to build new cars. If nothing is resolved by September 14, 127,500 workers will go on strike in this country and Canada.

Already this year, Chrysler has announced that it will seek a 10% increase in output for its 1974 full-sized cars now coming off the assembly lines. This will mean speed up for the present workers because the company has announced no increase in its number of employees.

Chrysler has 21 plants in the Detroit area, the center of the auto industry. These workers have, in the past few weeks, participated in a series of wild-cat job actions directed against speed-up, health and safety violations, and racism in the plants. (Some plants in Detroit are 90% black).

July 24, two young black workers, supported by several hundred others, seized the control booth and shut off the power at Chrysler's Jefferson Avenue assembly plant for 13 hours.

Two weeks later, workers at the Dodge Forge (Lynch Road) plant, also in Detroit, began a six day walkout. They were protesting the firing of 16 workers who had been vocal about the plant's health and safety conditions.

Hardly a week later, 75 workers held a 30-hour sit-in, August 16, also over working conditions, at the Mack Avenue stamping plant.

Then as a heat wave took hold, most of the workers in both the day and afternoon shifts at the Chrysler Universal Joints Dearborn plant walked out August 27, when the heat became too unbearable. The next day, the management stationed policemen blocking the driveway to keep people from leaving work.

The following is an interview with Larry Carter and Isaac Shorter the two men who cut the power at the Jefferson Plant on July 24 taken from an interview in *The Fifth Estate*, the Detroit alternative newspaper and the *Militant*.

Larry Carter comes from Pensacola, Florida. He is 22 years old and worked at a Coca Cola bottling plant in Florida until he was fired for participating in a unionization effort there. He came to Detroit in September, 1971 and was hired at Jefferson.

Issac Shorter, 25, comes from Cleveland, Mississippi. In Cleveland he was chairman of the local National Committee to Combat Fascism (an arm of the Black Panther Party) from 1969 to 1970. He moved to Los Angeles where he worked at a Chrysler plant until it cut back production and he was laid off. In September he came to Detroit under the Chrysler program of shifting workers to different plants when work slows down in one region!)

WHAT LED YOU TO TAKE THE ACTION THAT YOU DID?

Isaac: From the time Tom Woolsey, the white supervisor, came into the department he has been constantly harrassing us, laying people off, firing people. You name it, he was doing it.

So Larry and I decided to draw up a petition for immediate removal of Tom Woolsey. We carried the petition around and got a good response. We had 214 names on the petition.

WAS THERE ANY ONE PARTICULAR INCIDENT THAT SET OFF THE DECISION TO CIRCULATE THE PETITIONS?

Larry: Yes. Wooley had gone up and down the line and removed all the chairs so people couldn't sit on them. You see when we go on our relief, most people just sit right on the chairs near the line. But Woolsey came along and removed all the seats and took them back upstairs to the cafeteria.

WOULD YOU SAY THAT WOOLSEY IS TYPICAL OF JEFFERSON PLANT FOREMEN?

Isaac: There are more people like Woolsey still in there. But even if they put a black person in Woolsey's place, the conditions would still be the same. Because with all those orders coming down from Chrysler's head and with the type of people who control Chrysler-capitalists- - the same conditions are going to exist.

SO YOU DON'T SEE THE CONDITIONS IN JEFFERSON AS BEING TOTALLY A QUESTION OF RACISM?

Isaac: No, no. Racism is a factor in the plant, but that place would still be messed up if there wasn't any racism on the part of supervisors.

We can't change the conditions by asking for another foreman. The conditions will still be the same.

NOW, IF YOU DON'T THINK THAT GETTING RID OF ONE SUPERVISOR CHANGES ANYTHING, FUNDAMENTALLY, THEN WHY DID YOU SIT IN THERE TO GET RID OF THOMAS WOOLSEY?

Isaac: You see, during the time that we had been passing around petitions on the matter, we didn't just say that all we wanted was to get rid of Woolsey. We told people that we wanted to get rid of Woolsey *and the type of things that Woolsey was doing*. We also talked about the conditions in the plant, the fact that Chrysler is engaged in exploiting us and about the capitalist system in general.

But as far as the specific demands, we knew that we couldn't demand that Chrysler share the profits before we'd get out of that cage. That would have been impossible, the way the system is set up. Getting rid of Woolsey was more or less an educational piece to prove the power that we workers have.

HOW DID THE UNION RELATE TO THE ACTION?

Larry: Well on Monday, July 23, we turned in the petitions demanding that they get rid of Woolsey. I told the Chief Steward to bring me some response during the day. At the end of the day, he hadn't moved at all.

WHAT HAPPENED WHEN YOU DECIDED TO ACT?

Isaac: When we went in, I saw one guy and told him what we were going to do. But I didn't tell him the exact place. At 6:03 a.m. we climbed over the 10-foot fence and cut the power off. Then workers started gathering around asking what was going on and telling us we had their support. The foremen and supervisors were running around trying to find out what was wrong with the line. They kept running past us, not knowing who had cut the power off.

We wrapped a piece of cable around the gate. When they found out we were in there they wanted to torchweld the cable. I put my hands around the cable and people said, "There will be bloodshed if you put the torch to his hands." So they didn't try to torch it.

Black and white workers supported us. But it was majority black. There are also a lot of Arabs in the plant and they were supporting it too.

HOW DO YOU THINK YOUR ACTION AFFECTED THE UAW LEADERSHIP?

Isaac: Well, Douglas Fraser said that we were hijackers. We don't consider that we were hijackers for the simple reason that hijacking is an individual thing. We don't consider this as being no sit-in either. You see,

when we climbed that fence and pushed that button, it became the workers' thing it became the workers' struggle.

APPARENTLY THE INTERNATIONAL UNION EVENTUALLY SUPPORTED BOTH YOUR DEMANDS — FIRING WOOLSEY AND AMNESTY. DID THEY SUPPORT YOU OUT OF THE CONVICTION THAT YOU WERE RIGHT OR SOME OTHER REASON?

Isaac: They did support our demand, but they did not support our position that we wanted to deal directly with management. The union has been going behind closed doors to negotiate with management and the workers don't even know what's going on. Workers couldn't even voice their opinions. Like now, with the contract talks. Do you think we know what's going on in those talks?

Larry: We demanded that the company come out front and negotiate with us, and that's why it look so long, because they didn't want to come out front.

Isaac: You see we just put the union to one side. All we wanted the union to do was just stand aside and witness what's going on. This is what they did. They didn't have anything to say. In the end it was me and Larry negotiating with the management. And everything we said to put down on paper went down on paper. And the management signed it, and that was it.



UAW Flying Squadrons in the 1930's traveled far and fast to help workers fight the bosses. Today, UAW goon squads are sent out to help the auto companies fight the workers.

ORGANIZE IN THE SHOPS !!!
LOOKOUT FOR A SELLOUT! LOOKOUT FOR A SELLOUT!

The Black Worker In New Jersey
By The United Black Workers

PART TWO

Blacks contributed in great numbers to the longshoremen's activities in Weehauken and Hoboken, and were partly responsible for making New Jersey the transportation terminal of the nation. By the end of the century, they had penetrated a number of local unions with their skills. William Garrison's report to the Bureau of Labor and Industries in 1903 lists unionized blacks in such occupations as barbers, carpenters, steam engineers, boatmen, rubber workers, musicians, leather workers, painters, printers, flatters, shoemakers, bottlers. However, only 20% of the companies surveyed hired blacks, and they did so in the main as laborers, drivers and saddlemen, although the brick and terra-cotta industry hired more skilled workers. At that time, blacks represented less than 1% of the New Jersey workforce, although the survey undoubtedly underplays their numbers.

Because of the recognition of the craft as well as the organizational skills of Black workers, the period after 1900 became one of intense Black-white labor mobilization. For example, on February 13, 1913 the Chicago faction of the IWW called a strike against the Henry Doherty Mills in Paterson. They demanded a restriction of loom operations, an eight hour day and a \$12 a week minimum salary. The sizable Black contingent at the mill responded, and even got the attention of such radicals as Emma Goldman to join them. The authorities had to use Disturbance of the Peace ordinances and the outlawing of contributions to the strike fund in order to counteract the walkout. Nevertheless, the group persisted for five months and the company finally capitulated to the demands. This kind of action was typical of what black workers in accompaniment with others began to carry out across the state.

When World War I interrupted the European immigration, New Jersey industrial chiefs realized they would have no reserve army of the unemployed which they could manipulate to counteract strikes. They couldn't use slavery in open fashion either. Thus the state's capitalists began to actively recruit Blacks from the deep south. A good number of them did come to work in the war plant. But the Black Workers were not fooled. They not only recognized the desire of the capitalists to pit them against the white workers who struggled for a decent living and healthy working conditions, but the Blacks actively continued to organize. In 1925, Botany Textile Mills in Passaic which was then paying its men workers \$24 a week, and its women workers \$7 less than that, suddenly cut its wages by 10%. Contemporary accounts show that the company hoped to take advantage of the petty jealousies which

existed among the various ethnic groups working for them. To some extent they succeeded, for most of the English-speaking workforce remained on the job. However, 16,000 Polish and Italian Catholics, Russian Jews and French Protestants walked out. Among the English-speaking leaders of the walkout were several hundred Blacks. The strike was long and bitter. The city police at first prevented the strikers from meeting together and publishing their views. When this did not work, they formed a goon squad to lynch and murder the strikers. Labor historians agree that in their endurance, the Passaic strikers showed "few equals" in the history of the U.S. labor movement.

During the 1930's and the rapid growth of the CIO, Black workers were very active. Blacks now constituted more than 11% of New Jersey's population. A number of them traveled to Russia to study organizing techniques, and then returned to help lead New Jersey workers in their insurgency. However the confusion over optimal directions and front activities because of the war threat modified this effort in New Jersey toward the end of the decade.

Black workers joined the working force against the war in large numbers. They occupied a very important role in the new defense industries, and constituted more than 25% of the employees in the Office for Dependency Benefits to Servicemen in Newark. At that time, New Jersey's truck farming served much of the Eastern U.S. market, and Blacks constituted over 12% of the migrant labor force in that industry. (Many Puerto Ricans were also recruited to join this industry at this time as well).

The impact of Black Workers on the New Jersey Labor scene since 1945 has been enormous, and requires separate comment. What is clear here is that this impact was built on a long history of involvement with the New Jersey economy. Blacks are responsible for much of the wealth held by the state's white capitalist, but they have long realized this and led other whites to organize against it.

TO LIVE ONE MUST LOVE

TO LOVE ONE MUST SURVIVE

TO SURVIVE ONE MUST FIGHT!!!



THE POINT OF PRODUCTION

Farm Workers Versus Corporate Exploitation

The agricultural revolution is bringing about, and to a large extent has brought about, a fundamental transformation of the old-style American family farm to a faceless financial giant whose relationship to the soil is one of control and exploitation and whose involvement with other industrial giants forms a network of fantastic proportions.

Very little attention has been paid to the farm worker in the courts, the unions, etc. workers in industries receive little benefit but by far the workers suffering the most apparent degradation are farmworkers.

Although they suffer from unemployment more than most workers, their incomes are not protected under unemployment insurance. Although agriculture is the third most hazardous industry, workers often do not receive workmen's compensation.

Children of farm workers are not protected to the same extent as other children under the Fair Labour Standards Act.

Most importantly, farm workers, when they organize to help themselves, are not protected in their right to bargain collectively with employers. They are subject to refusal eviction, dismissal and terror.

These people are the people who are most cruelly caught in a net of corporate profit-making. It was once the opinion of the layman that farm workers are employed by farmers. It is now becoming well known that conglomerate corporations are more and more controlling agriculture.

The conglomerates (monopoly-capitalists) have lobbyists which influence federal and state legislation in their interest, they dominate government departments and hire professional firms to woo the public toward them and their agents.

"....These large corporations often enjoy the benefits of legislation, designed to help small farmers. The Agricultural Adjustment Act of 1933, for example, was designed to buffer the income of small farmers through price support and curbs on over-production. One of the Act's main concerns is with cotton. In California one cotton empire received \$4.37 million for not growing cotton in 1969."

It is sometimes wrongly assumed that the farm labor problem is serious only in the deep South. It is true that conditions are extreme there but in recognizing the farm labor problem one must remember to take into account the tragic conditions of migrant workers; their unbelievably low wages (likened to the deep

South and South Africa); miserable housing, poor health, child labor, etc.

Let us take a brief statistical look at the real plight of migrant worker: **WAGES:** average yearly earnings in 1968: \$1,037; average hourly wages in 1969: \$1.43. **HEALTH:** Life expectancy is 49 years; Death from accidents 300 per cent higher than the national rate. Child labor is rated the third most dangerous occupation by the Senate Subcommittee on Migratory labor.

Labor. HOUSING: 1969: the average house had 1.9 rooms, no sinks in 90.4 per cent homes; 95.6 per cent with no flush toilets.

Currently, the migrant workers through diligent organizing efforts, have made tremendous gains. The seeds sown by the migrant workers continue to bear fruit.

This does not mean, however, that the relationship between those that work and those that own and control has been changed to any significant degree.

What is needed ultimately is revolutionary change where the relationship between capitalists and workers is totally changed.

THE AFRICAN WORLD



TOGETHER THROUGH STRUGGLE

WE SHALL WIN!!!

**Don't Buy
Farah Pants**

AFRICA

"MASS STARVATION IMMINENT" A HUMANITARIAN OR POLITICAL PROBLEM?

For over five years, a creeping disaster has been overtaking a vast area of Africa in the zone known as the Sahel, comprising the countries of Mauritania, Mali, Upper Volta, Niger, Chad and Senegal. An estimated six to ten million people will die from starvation and related disease by October of this year if emergency aid does not soon arrive. How has such a situation happened, and how is it that nothing has been done?

Between the five year drought and overgrazing of limited land, the food supply there has become so critically low that the nomadic people have been forced to eat the seeds they would have planted this year. There are no crops for the animals, nor for the people. Trees have been bared of all vegetation. It is far too late to save most of the sheep and cattle upon which the nomads base their livelihood; and when the animals die, so do the people. As if this weren't problem enough, overgrazing and drought have combined to render 250,000 square miles of land unworkable, probably permanently. During the past fifty years, the desert has been expanding southward at a rate of up to thirty miles a year, causing crop production to drop drastically, and drying up rivers and lakes, causing untold numbers of dead fish, more health problems, and more starvation. Incredibly enough, with the approach of the rainy season will come still more death. Roads to the interior will be rendered impassible by mud and flooding, as water cannot soak into the baked earth. The only way to get food to people will then be by airlift, an enormously expensive and complicated procedure, which cannot hope to reach many rural people.

Obviously, given the complexity of the problems, only an institution such as the U.S. Government has the capacity to move swiftly and effectively enough to forestall death by famine for millions. Up until this point, the American government has given only \$24 million in what is called non-food aid, and 166,000 tons of surplus grain. Perhaps another \$5 million (at best) is in the planning stage. There are only two American planes (C-130's) operating in this area, and the Defense Department insists on charging \$1,000 per flight hour for use of these planes for humanitarian relief. Other problems such as inadequate distribution, logistical support and lack of food supply and variety have not yet been overcome.

Although President Nixon has the authority to dip into contingency funds to provide assistance in such emergencies, he has done nothing. Private drives cannot possibly raise enough money in time to avert mass deaths (in the last two months, only one-half million

dollars has been raised by all voluntary agencies combined!); therefore we must use the only other instrument available. We need massive action to demand that the U.S. Government respond to this crisis in a legitimate fashion and to a sufficient degree. The U.S. (you and I) committed \$50 million to the Philippines and \$318 million to counter famine and other natural disasters in Bangladesh- yet only \$24 million to the Sahel, where the situation has been described as the worst famine in the history of mankind. Last year the Nixon administration gave Portugal \$436 million in military assistance, most of which is being used to wage war against blacks struggling for their freedom; yet a year later it is reluctant to give even five percent of that, much of it in exorbitant transport costs to itself, to alleviate the starvation of more than six million people.

The issue is clearly a political one as well as a human one. There are surely reasons why that part of the world has been allowed to continue suffering from acute peverty, while Israel (forexample) has had the resources to transform desert into garden. Surely some of the billions we have spent "protecting" Indochina and Latin America could have been spent protecting West Africa from obvious natural deterioration. Surely some of the generations of neglect with which we have treated Africa could have been counterbalanced by an enlightened effort to provide Africans with the opportunity to use our technology to their advantage. Can it be that 24 million black Africans are not "needy" enough (or not *important* enough) to be helped?

We have launched a campaign to notify the American people about the situation in Africa, and about the priorities the American government apparently has chosen. This is not an issue that can build slowly over months or years- people will starve while we wait. It is time now to move. Contact us for assistance in organizing your community. The humanitarian needs demand fast education and mobilization. We are preparing information packets, speech formats, seminars, workshops, discussions, classes, sermons, letter-writing campaigns, fasts; we can work anywhere with any group committed to real action. Write or call for more information, or for help. If you can't organize, send money to cover expenses of those who can. **"THE UNITED BLACK WORKERS ASK YOU TO JOIN WITH US IN SUPPORTING THIS URGENT CALL OF SUPPORT. GET INVOLVED"**

FOR MORE INFORMATION, CALL:

Information Office
N.C.S.C.
(215) 925-2427

or Contact:
UNITED BLACK WORKERS
P.O. Box 1855
Newark, New Jersey 07101

GOTTA FIGHT THAT LINE!

Millions of songs are written, sung, and recorded every year. But hardly any of them have anything to say about how working people live and work and spend their lives. Here's one, written by Joe Glazer.

I left my home in Kentucky one day.
I heard in Dee-troit, you make good pay.
Got me a job with Mr. Henry Ford
And when I saw that paycheck,
I thanked the Lord.

They put me to work on the assembly line.
My clock card number was 90-99.
Those Fords rolled by on that factory floor
And every fourteen seconds I slapped on a door.

CHORUS: You gotta fight that line,
You gotta fight that line,
You gotta fight that line,
Gotta fight it all the time.

Those Fords rolled by all day and all night,
My job was the front door on the right.
Foreman told me the day I was hired,
You miss one door, Mr. Jones -- you're fired!

I slapped those doors on, always on the run,
Every fourteen seconds, never missed a one.
And I staggered home from work each night,
Still slapping 'em on -- front door right.

Couldn't turn around and I don't look back
Cause those Fords kept a-rolling down the track
If I tried to scratch my ear or my nose
I'd have ten guys clipping all over my toes.

You gotta move, man, move
like a super machine,
Gotta hustle, gotta rustle, it's a crazy scene.
Wanna scream, wanna holler,
wanna call the cops --

But it don't help none cause the line never stops.

Now one of these days when I'm tired and old
I'm gonna sail to heaven in a ship of gold.
And if they put me to work in that harp factory
It won't be heaven -- be hell to me.

'Cause I'll be workin' up in heaven,
eight hours a day
Assembling those harps for the angels to play.
I'll be working on the same string every time --
Even up in heaven, I'll be fighting the line.

Now if I was running heaven,
tell you what I'd do:
I'd build a plant up there, brand-spanking new.
And that assembly line would be moving so slow
You could do your job rocking to and fro.

You could take a little nap between each chore
On a bed right there on the assembly floor.
You would have your own button
you could push anytime
So whenever you wanted, you could stop that line.

CHRYSLER Continued

IF YOU HAD DEALT THROUGH THE UNION DO YOU
THINK YOU WOULD HAVE COME OUT AS WELL?

Larry: No. They would have come down with the word, that they would get rid of Woolsey and there would be no repercussions, but that's it.

Isaac: You see, we wanted them to come out and deal with us in front of the other workers so if they had anything to say on the matter, they could voice their opinion. The management didn't want to do that, but they ended up doing it about 7:30 that evening.

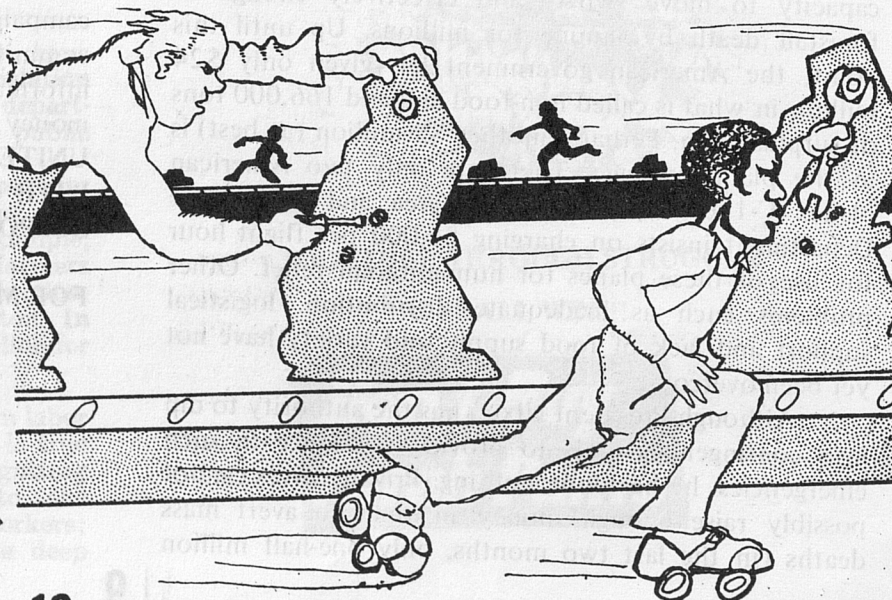
IN OTHER WORDS, YOU WANTED THIS TO BE DONE
PUBLICLY IN ORDER TO HAVE THE OTHER WORKERS
STANDING AROUND TO VOICE THEIR OPINIONS AND
DECIDE WHETHER IT WAS A FAIR SETTLEMENT?

Larry: Right. And we couldn't even tell the difference between the union representatives and management, the way they were begging us to come out of that cage.

DOES THIS MEAN THAT YOU DON'T FEEL THAT
THERE IS ANY USE IN WORKING THROUGH THE UNION?

Isaac: No, the main thing is, you must have the power. And I think we helped to show the workers do have the power, if they will use it. Now that Jefferson workers are more aware of this, I think we can all move forward as far as taking over UAW Local 7.

We will move within the union, as well as outside of the union. We will not be bound by the union procedures in all cases, but we will attempt to transform the union. We know that there is a positive as well as a negative in UAW, but the predominant factor is negative. So what we're going to try to do is to correct this and make the union play a more positive role for the workers.



NEWS IN BRIEF



RECENT STORY IN THE NEWS. FORD MOTOR CO. REPS. HAND OVER MONEY to children in Argentina. Ford was forced to pay \$1 million in cash, ambulances, food, and books to Argentine people as insurance against attacks upon its exploitative enterprises in Argentina.

Company Bugs UAW Meetings

BY ED SMITH

SOUTH BEND, Ind.—A unit of American Motors Corporation has admitted bugging United Auto Workers meetings at its plant here.

The bugging by AM General, which makes jeeps and delivery vehicles for the government, has been revealed in the middle of a UAW strike at the plant over the length of the contract.

Said James F. Beck, UAW Local 5 unit chairman: "The men feel justly or not that they lost out on grievances during the past few years because they believe private union strategy talks were overheard."

The union found out about the bugging only because it was tipped off by a guard who participated in the spying effort. As a result of the disclosure, two company officials, M.R. Buddemeir, director of industrial relations, and John St. Clair of plant security, have been forced to resign. The guard has dropped out of sight.

HISTORY

UAW workers must not be misled by the union bureaucrats' derisory description of the affair as "Puddlegate." The bosses are reaching back into the long history of company spying on the unions. Forced on by the darkening state of the economy, they are attacking the basic democratic rights of the working class, assaulting the principle of free collective bargaining, with the most sophisticated electronic techniques.

American Motors and all the big corporations drew their inspiration for these union-busting attacks from the biggest bugger and burglar of them all, Richard Nixon. These sinister campaigns of electronic espionage against the unions makes all the more urgent the fight for the labor movement to make Nixon resign and form a labor party that will put an end to the attacks on the working class.

U.S. Arrests Haitian Escapees

Between December 1972 and April 1973, 117 Haitians, fleeing the Duvalier dictatorship, arrived in Miami, Florida seeking asylum in the U.S. The 117, along with many who had come before them, were forced to leave the Caribbean island country because they opposed the regime of Jean-Claude "Baby Doc" Duvalier, which has eliminated basic political freedoms, such as the freedom of speech, press, assembly, etc., and substituted a reign of secret trials, tortures, and executions.

This June the U.S. immigration authorities began to round up all the Haitians they could find in the Miami area, intending to hold them under "preventive detention until deportation" back to

Haiti. After some protests against this action, the remainder of the 117 refugees were allowed to go free on their own recognizance. Bail for the 28 put behind bars was set at \$1,000 each, although eventually all were released on their own recognizance.

The government position is that, one, the Haitians are illegal immigrants and have no constitutional rights and, two, that they cannot be considered refugees and given asylum in the U.S. because "there was nothing to fear from the Haitian government." This despite the fact that 12 of them are escaped political prisoners who were jailed without trial and that all of them would be jailed if they are returned to Haiti.

For further information contact: U.S. Committee for Justice to Latin American Political Prisoners, Rm. 737, 150 5th Ave., N.Y., N.Y. 10011, telephone 691-2880.

UNITED BLACK WORKERS

We here by state that as oppressed workers here at the Mahwah Plantation (Ford Plant) we are not bound by any constitution, contracts, agreements, known or unknown, by-laws or company policies agreed upon by management and the U.A.W. that are racist or tend to deprive Black, Third World and all oppressed workers of their basic constitutional and moral rights. These rights being human dignity, health and safety, better working conditions, and equal job opportunities.

We further state it is our right as workers to demand that both labor and management make use of large portions of the monies gained from our labors to improve the living, educational and health conditions in our communities with no strings attached.

To obtain these rights the U.B.W. are committed to organize, agitate, expose, inform and use all means at our disposal, not settling for anything short of victory.

We further state that we are not bound to respect, obey or follow the leadership of any plant manager, supervisor, union official or any other underlings who negate any claim they might have for these rights when they place personal ambition self interest, profit and property rights over the human rights of workers.

The factories belong to the people and we workers are the people.

WHAT WE ARE FIGHTING FOR

1. End of Ford Motor Company paying union officials' salaries.
2. End of racism, exploitation and oppression of all workers.
3. Transportation provided for workers who must travel long distances back and forth to work. Many cannot afford to buy a car and must depend upon car pools.
4. Waiver of 90 day eligibility for Viet Nam veterans. Make them eligible as of the first day on the job.
5. A complete revision of grievance procedures.
6. Mandatory medical check up every three months for all workers who paint, spray, grind lead or metal, welders, drivers and all workers who are exposed to the deadly pollution which fills the air throughout this plant.
7. End of compulsory overtime.
8. End of line speed-up.
9. End of white skin privilege.
10. Mandatory printing in Spanish and Creole of all bulletins, pamphlets and job applications put out by Ford Motor Company and the U.A.W.
11. To get more Black and Third World workers into skilled trades many already qualify but racism is keeping them out. A strong and effective apprenticeship program to prepare young Black and Third World workers for skilled trades.
12. Mandatory English classes in plant for non-English speaking or reading workers.
13. Ford Motor Company to announce a policy of complete disengagement from South Africa since all Americans doing business in South Africa reinforce that racist system and its government.



**WORKERS HOW YOU CAN HELP
TO KEEP THIS PAPER STRONG
AND GROWING.**

**SUBSCRIBE TO !!!
THE BLACK VOICE**

We have to keep in mind at all times that we are not fighting for integration, nor are we fighting for separation. We are fighting for recognition as human beings. We are fighting for the right to live as free humans in this society. In fact, we are actually fighting for rights that are even greater than civil rights and that is human rights. . . .

SEND TO:
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UNITED BLACK WORKERS
P.O. BOX 1855
NEWARK, NEW JERSEY 07101
\$2.00 FOR 12 ISSUES
FREE TO G.I. AND PRISONERS

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