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### Labour

Autumn is the traditional time for strikes in the motor car industry, and this season has run true to form. There have been strikes in every part of it, some of them serious, but all with a central control - in this case Thomas of the UAW-CIO. He is working steadily and with success to unite the factions in the different plants, and with the help of a trained body of organisers he has managed to bring opinion in most of them around to his side. His spectacular success was in the election held by the N.L.R.B. at the various branches of the Briggs Body Co., in Detroit. Ninety-seven per cent of the men voted, and eighty per cent were in favour of a closed shop, with the CIO union in charge. Such a victory has paved the way for future advances in all other disputes, and big firms like General Motors probably regard it with distaste. An election was also held in the Plymouth plants, and although the result was considered a foregone conclusion, it was nevertheless such a sweeping success that many were astonished. On the whole the new union seems to have regained as much as the old one lost, and the coming season, which will be a good one by all signs, will be the deciding period. There may be a great strike in the General Motors plants, but if the arms embargo is repealed, and there are many war orders, this may not be the case, although from the point of view of the orthodox labour organiser the busiest time is the

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time to strike. Probably General Motors will have this in mind and will forestall such action by a judicious concession.

In connection with this, it is interesting to note that all the plants have spent the year weeding out those employees who are not Americans, and giving the others a certificate recognising their claim to American nationality once it was proven. It is also a fact that most of the plants, but especially Shrysler and General Motors, have recruited a body of reliable men to act as anti-sabotage guards. The majority of them are British born, and ex-soldiers. The exception is the Ford plant, where most of the guards and maintenance men in the plants are German. This may be because they are more docile, and not so likely to get into union activity, British workmen here being notoriously fussy about such things as "rights" etc. The Ford professional bruisers are mostly Italian and Irish.

Martin has had a bad time on the whole. His apostasy has lost him the support of all the union-minded workmen, and he is not particularly popular with the Wayne County Federation of Labour, Martell, the head of it, being quite ready to snub him if necessary. Not only that, but some of his erstwhile friends have volunteered damaging information about him, particularly in connection with his unfortunate dealings with Harry Bennett, the Personnel Manager of the Ford Company. It seems probable now that these dealings were encouraged by Ford for the purpose of splitting up the union, although Martin's ambition played a large part. However, by flattering this, /

this, Bennett managed what he must have wanted. In the story told to the press, Bennett had given Martin a large sum of money (possibly \$25,000) in notes, and Martin could not resist boasting about it. Father Coughlin was "in on it" as well, and that probably explains his championing of the Martin faction for so long. Either way, Bennett had nothing to lose: if Martin did break away and form a union under Ford tutelage, he was safe, and if the union broke up (as it did) the Ford Motor Company was safe from attack for another period. The suspicious part of it is that Coughlin should be used by the Ford Company. If he was used here, it seems reasonable to assume that there may have been other dealings, and this may explain the way in which he is able to keep on the air in spite of the dwindling stream of contributions from his audience.

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