A Personal Message to Big Three Workers

AS we approach the terminal date of our contracts, May 29 in General Motors and June 1 in Ford and Chrysler, I take this opportunity of reporting to General Motors, Ford and Chrysler workers and their families. These are difficult times of recession and economic uncertainty and I want to assure you that the leadership of the international union and the members of your national negotiating committees will continue to do everything humanly possible to bring the current contract negotiations to a sound, satisfactory and just conclusion.

From Walter P. Reuther

In the 1958 contract negotiations, we are seeking a sensible and sane, a fair and reasonable solution to a number of pressing and compelling problems that cannot be postponed but which must be met now. We are not seeing any advantage over management. But, on the other hand, we are not willing to permit management to use the present recession in order to gain an advantage over the workers and deny them their equity.

In these trying times, the UAW leadership is fully mindful of its responsibilities to UAW members and their families and to the nation as a whole. To meet and carry these responsibilities, the UAW has made numerous constructive proposals in an effort to resolve the issues in the 195 negotiations and to achieve a just and honorab settlement. Unfortunately these repeated effort on the part of the union have been rejected b the corporations, who have refused to bargain i good faith and have rigidly adhered to a positio of offering an extension of the old contract with out change on a "take it or leave it" basis i GM and Ford. (Chrysler, on the other hand, ha insisted on numerous weakening amendments t the old agreement.) This is not good-faith bar gaining nor does it meet the legal responsibilitie of the corporations under the law, nor their mora obligations to their employes.

On May 23, approximately 650 delegates representing Ford, GM and Chrysler workers throughout the nation met in national conferences, heard reports on negotiations and adopted

Continued on Page 2

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UAW SOLIDARITY

INTERNATIONAL UNION, UNITED AUTOMOBILE, AIRCRAFT & AGRICULTURAL IMPLEMENT WORKERS OF AMERICA-UAW

Vol. 1, No. 23 — 3-5-8 Edition — June 2, 1958

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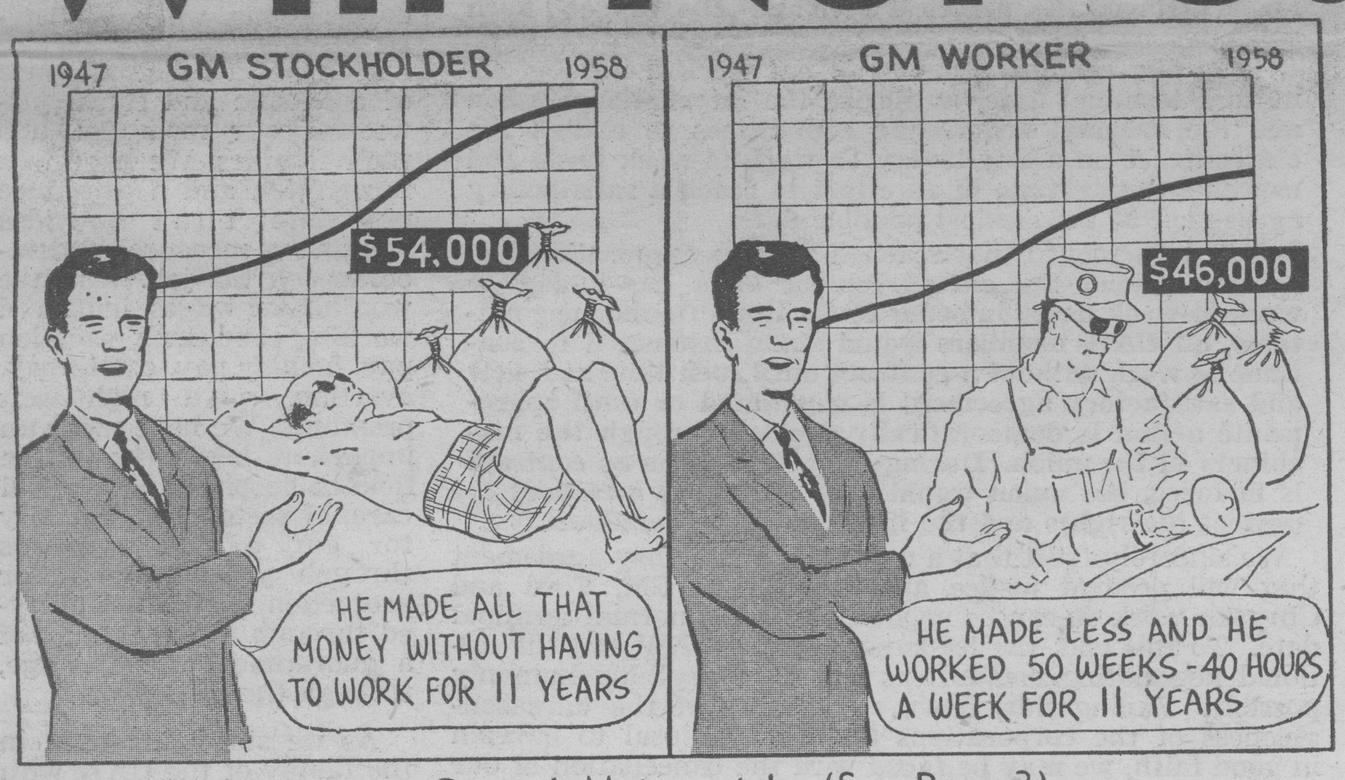
11 basic problems must be solved (Page 4)
Action of councils (2)
Lest we forget (4)
Economic facts vs. company fiction (3)

UAW Seeks Justice, Will Not Surrender



Justice, General Motors style (See Page 3)

'58 Contract in '58, Councils Pledge

The UAW will win a 1958-model contract in 1958, not in 1960 as the Big Three auto companies propose; but it won't be pushed into a strike to suit the corporations' convenience.

This was the decision of the union's General Motors, Ford and Chrysler councils, meeting in Detroit a week before the three contracts were scheduled to expire.

They rejected company proposals that present contracts be extended for two years—since this would "sweep under the rug" a whole series of needs that must be met now.

In the event no agreement is reached on a new contract by May 29 (GM) or June 1 (Ford and Chrysler), they voted to propose day-to-day or week-to-week extensions, in accordance with past practice.

If such extensions are rejected by the companies, the conferences decided, the UAW will work without a contract until agreement is reached.

The councils acted on the unanimous recommendation of the UAW executive board, presented by President Walter P. Reuther at an unprecedented joint meeting of all three councils before their separate sessions.

Reuther outlined the UAW's efforts, starting last August, to avert the present economic slump (see Page 5).

Acknowledging that negotiations were being conducted in "difficult circumstances," Reuther went on:

"But the test of any organization comes in a time of adversity.

"What have we built? Have we built a labor movement or a dues-collecting agency? I believe we have built a labor movement; but the test will come in days ahead."

Responsible, disciplined behavior by the membership will fulfill the union's goal, he said.

"They can cancel the contract but they can't cancel the union."

Eleven basic problems affecting the unemployed, the pensioners and the whole community, as well as workers still on the job, must be met in new contracts with the Big Three auto companies, UAW President Walter P. Reuther declared last week.

For the union to brush aside these problems by accepting the companies' proposed two-year extension, he said, would be an abdication of its moral obligations both to its membership and the community.

The 11 problems (detailed in separate stories on Pages 4 and 5) are as follows:

1. More purchasing-power for unemployed and short-time workers through SUB improvements.

2. A cost-of-living adjustment in pension payments.

3. Investment of a part of the pension funds in projects that will benefit the workers and the communities in which they live.

4. Protection for workers and their families when plants are abandoned or work is shifted to another community.

5. Revised vacation eligibility to protect workers in a period of extended layoffs.

6. Adjustment of insurance costs so that benefits are more uniformly in proportion to premiums, regardless of geographical area.

7. A wage increase that accurately reflects the increase in productivity.

8. Factoring the 24c cost-of-living allowance into the basic wage structure.

9. Correction of wage inequities.

10. Sensible and necessary contract improvements.

11. Local union demands.

A Personal Message To Big 3 Workers

Continued from Page 1

by almost unanimous action a five-point program. These delegates from Ford, GM and Chrysler plants rejected the corporations' proposals to extend the old contract for two years because they sincerely believed that to do so would constitute an abdication of the union's moral obligation to our members and their families.

I feel it is important that you understand the kind of problems to which the union is seeking a sane and reasonable answer, and the kind of issues to which the management to date has been unwilling to give any consideration whatsoever. What are some of these specific problems that the union feels need attention and solution now?

First, the union is determined to meet its responsibility to the thousands of unemployed workers and their families who have suffered the hardships of extended layoffs.

The union is asking for an increase in supplementary unemployment benefits and the extension of such benefits to provide unemployed workers the increased purchasing power needed to meet their family needs during this period when thousands are experiencing the hardships of unemployment.

This is a reasonable demand, for the money to provide unemployed workers and their families, with increased protection and greater purchasing power is already in the SUB trust funds, and the corporations would not be required to increase their payments into the funds. As an example, GM has paid $97 million into the SUB trust fund, but only $7 million has been paid out in SUB benefits to unemployed GM workers. Of the $7 million paid in benefits, approximately 61% has been covered by the interest and appreciation on the monies in the trust fund.

The money in these SUB trust funds was put there under UAW contracts to provide unemployed workers and their families protection during periods of unemployment and the corporations cannot on any economic or moral basis justify their continued refusal to agree to pay unemployed workers the increased benefits when the money is already in the trust fund to make such benefits possible.

The union is insisting also that special provisions be worked out to protect unemployed workers in Ohio and Indiana and other states where implementation of the SUB plans has been blocked. We are also asking that workers on short workweeks have their take-home pay supplemented so that their families will not suffer serious loss in purchasing power.

Consideration for Pensioners

Another illustration of the kind of problem that the union is seeking an answer to is the protection against inflation of our members on pension so they can live out their lives with a measure of economic security and human dignity. Here again the corporations refuse to give this reasonable demand any consideration whatsoever.

We are also asking that workers who face loss of jobs through the transfer of work from one plant to a plant in another city or as a result of the abandonment of old plants, be compensated for moving their families, or be granted reasonable severance pay in the event there is no job available or if for reason of age or other compelling personal reasons they are unable to move to a new location. The cost of this demand is more than offset by savings flowing from the efficiency of the new plant.

The corporations pay for the cost of moving machinery, and the union believes that helping workers meet the cost of transferring their families should also be borne by the corporation as a normal cost of doing business. Many other corporations in other industries have worked out such reasonable provisions, but to date, GM, Ford and Chrysler have refused. While providing adequate provisions for transfer and severance pay for executives and certain salaried personnel, they refuse to give any consideration to protecting hourly-rated workers and their families when they are confronted with the loss of their job.

Other Issues

Some of the other issues on which we are seeking a reasonable and sensible solution include adjustments in insurance cost to eliminate inequities, revision of vacation pay rules to prevent penalizing unemployed workers, and the correction of long-standing wage inequities whereby workers doing comparable work are denied comparable wages. We seek also an adjustment in the annual wage improvement factor to reflect more accurately the real increase in productivity resulting from automation and our developing technology. We are asking for needed improvements in the working agreement to provide better working conditions, improved health and safety standards and for the working out of legitimate local union demands on a fair and sensible basis.

We have stated repeatedly that we do not want any wage increase or any other economic gain that will cause higher prices and the union has proposed that if there is any demand that the corporations claim would require a price increase, we will submit such demand to a panel of impartial arbitrators for a final and binding decision.

Here again the corporations have refused arbitration because they are unwilling to test the merits of their arguments against the merits of the union's position in a court of impartial judgment.

Corporations Not Bargaining

From the attitude of the corporations at the bargaining table and their unwillingness to give consideration to the pressing problems of workers, it is transparently clear that the corporations are attempting to exploit the recession and the fact that there are 800,000 new cars in inventories. This confronts the membership of our union with a critical decision.

Do we accept the corporations' "take it or leave it" ultimatum?

Do we strike?

Or is there a third possible course of action?

The delegates to the GM, Ford and Chrysler conferences felt that to accept the corporations' ultimatum would be an abdication of our moral responsibility to our members, that to strike would be unwise and we would be falling into the trap set by management.

Accordingly, they adopted a five-point program to govern the actions of the union and its membership in the period immediately ahead.

1. Reject the corporations' proposal for extension of the old agreement without pressing problems being resolved as unfair, unsatisfactory, unreasonable and unacceptable.

2. Call upon the corporations to bargain in good faith in an effort to arrive at a satisfactory and honorable agreement by the normal terminal dates, May 29 in GM, June 1 in Ford and Chrysler.

3. Support the efforts of the national negotiating committees and the international union to reach a fair agreement through the practical give-and-take of good-faith collective bargaining.

4. In the event settlement is not worked out by the normal terminal date, authorize the international union and the national negotiating committees to extend the old contract on a day-to-day or week-to-week basis and continue to negotiate in an effort to reach a satisfactory agreement at the earliest possible date.

5. If agreement is not reached and the corporations refuse to extend the old agreement on a day-to-day or week-to-week basis, in order to facilitate further negotiations, all UAW members would stand instructed to continue to work without a contract until such time as a new and satisfactory agreement is negotiated or until appropriate action is democratically decided through the machinery of the union. During the period when no contract is in force, the union would take all lawful measures to protect the rights and the interests of its members.

We sincerely trust that a new and satisfactory agreement that will provide justice and security to GM, Ford and Chrysler workers can be negotiated by the normal terminal date. To this end, the leadership of the UAW and the national negotiating committees will do everything humanly possible. Failing this, however, because of the unreasonableness of the corporations and their refusal to bargain in good faith, we may be faced with the cancellation of our contracts by the corporations.

Under such circumstances, in keeping with the action of the UAW national GM, Ford and Chrysler conferences, I would urge most sincerely that all UAW members close ranks and demonstrate the self-discipline, restraint, patience and common sense necessary to avoid provocation or rash action. All UAW members are urged to keep their feet firmly on the ground, while the leadership of the international union, in cooperation with the local union leadership, work to protect the integrity and welfare of the membership until a fair and equitable settlement has been reached.

The UAW has never followed a policy of "no contract, no work." Such a policy in the face of current inventories of 800,000 unsold cars would be most unwise and strike action implementing such a policy would only serve to further penalize the workers and give the corporations a further opportunity to exploit the recession. GM, Ford and Chrysler workers can best serve their own interests and the interests of their country and the union by following the common-sense policy of staying on the job and keeping things on an even keel until such time as the corporations recognize that they must be willing to bargain in good faith and to negotiate reasonable, sound and sensible answers to the pressing problems that need attention now.

The corporations can cancel the agreements but they cannot cancel the union.

The corporations will, in the absence of a contract, undoubtedly, withhold the wage improvement factor since it is a matter still being negotiated, and will delay making the 2c adjustment in the cost-of-living allowance which would normally be due the first week in June. The corporations may attempt to make this into a big issue in order to create confusion in the hope that this may create pressures to the corporations' advantages at the bargaining-table. No worker, I am sure, will be disturbed by this since when the new agreement is negotiated the workers' equity will be protected.

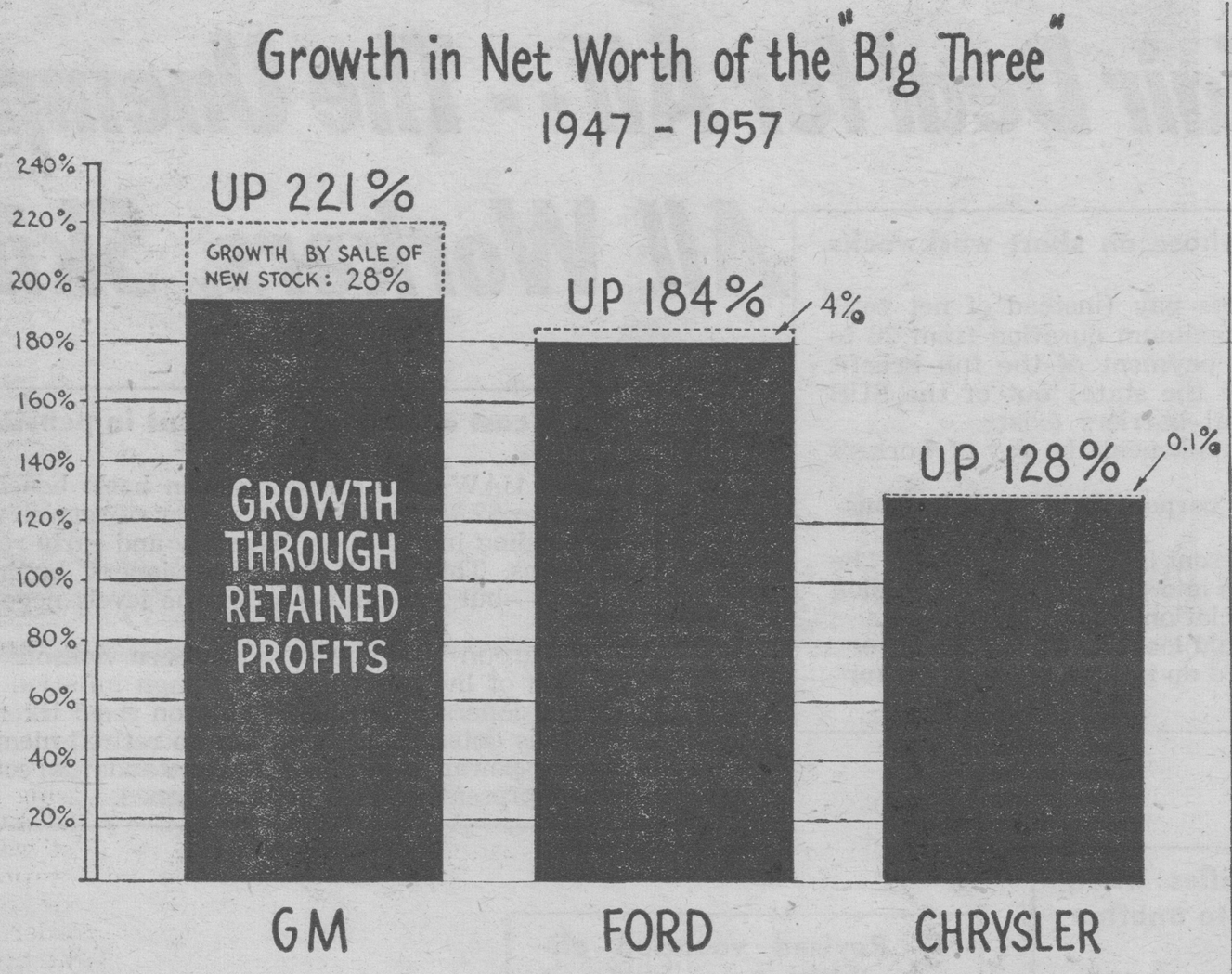
CENTER OF ATTRACTION at impromptu press-conference after joint meeting of Big Three councils was Walter P. Reuther, shown with part of swarm of newsmen.

The UAW was born out of the common needs, the common hopes and the common aspirations of the workers employed in the industries under our jurisdiction.

In these last 22-odd years, despite the resistance of the corporations, we have moved steadily forward in our search for a fuller measure of economic and social justice for our members and their families. We have won recognition and a grievance procedure that provides workers a measure of democracy on the job. We have won higher wages, improved working conditions, vacation pay, holiday pay, call-in pay, overtime and night-shift premium. We have made an important beginning in the field of hospital and medical care, of security and dignity for our older members through pensions and for protection for the unemployed through the beginning of a guaranteed annual wage, through the SUB plans.

As we stood together in the family of the UAW with teamwork in the leadership and solidarity in our ranks, we met management's challenge in the past. Together we shall meet the present challenge and win through again for there is no power on earth that can stop the forward march of free men and women united in common dedication in search for economic and social justice, for human dignity and for the practical fulfillment of the noble principles of the brotherhood of man. In this hour of challenge, I have unlimited confidence in the members of our union and unlimited faith that the cause of human progress and justice shall prevail.

Walter P. Reuther



Economic Facts vs. Big 3 Fiction

The fraudulence of the Big Three's bargaining position was fully exposed last month when the auto companies flatly rejected the UAW proposal to arbitrate all economic issues in dispute.

By this single act, the corporations publicly gave a vote of "no confidence" to their charges that UAW demands would cost upwards of 70c an hour and that wage increases were responsible for high car prices.

The union, which has termed both charges "fantastic," confirmed by its arbitration offer the willingness to put its position to the test of outside, impartial examination by competent authorities.

The arbitration proposal (Solidarity, May 19) called for the establishment of a five-man panel of nationally-recognized economists which would weigh the economic arguments of both sides. The union asked also that the findings of the panel be binding on both the UAW and the auto firms.

In a nutshell, the UAW has proved:

● Profits of the Big Three are double the rate for all manufacturing concerns generally.

● Prices have been raised year in, year out, by the Big Three without regard either to the law of supply and demand or the effect such exorbitant prices have on would-be car buyers. This irresponsible policy has led to sharply curtailed auto sales and production and the unemployment of hundreds of thousands of auto workers.

● Profits of giant corporations have grown four times as fast as factory wages. In fact, had wages kept pace with profits, factory workers would be receiving $37.63 more each week in their pay envelopes.

● Car buyers, because of extortionate price levels, have been forced to pay for almost all post-war expansion by the Big Three. The huge profits which resulted from these prices made it possible for the three companies to pay for new plants and equipment out of funds supplied by consumers instead of seeking new money in the traditional fashion of new stock and bond issues. (See chart above).

● UAW demands are not inflationary and could be paid easily by the Big Three without price hikes. The union in its arbitration bid offered to defer any portion of its demands which the panel held would require a price rise.

● The Big Three has rewarded its investors and executives at the expense of workers and consumers. (See charts below and on Page 1). A General Motors stockholder, for example, who invested $10,000 in GM stock in 1947 received in divdends and capital gains $8,000 more in the last 11 years than the worker who put in 40 hours every week, 50 weeks each year for the entire period. The stockholder's return was $54,000 as against $46,000 earned by the GM worker who was fortunate enough to have worked steadily throughout the 11 years. At the same time, GM President Harlow Curtice, who called the union's profit-sharing proposal "extravagant," has received $4,350,000 in bonuses over the last 11 years in addition to his salary of $1,831,000.

Big 3 Fiction

1. UAW 1958 demands are in excess of 70c an hour.

2. Any wage increase means further car price increases.

3. Wage increases have exceeded car price increases.

4. Auto company profits are needed for plant expansion.

5. Wage increases threaten stockholders' dividends.

6. Big Three profits are reasonably in line with business profits generally.

If these claims were fact, rather than propaganda, why didn't the Big Three agree to arbitrate?

See the facts on this page.

Big 3 Squeeze Hit Features

Because of the collective bargaining deadlock with the Big Three auto companies, many regular features and special stories have been omitted from this issue.

The "Labor History in Pictures" series has been interrupted for the first time in Solidarity's 23 issues.

Our first-prize menus by Mrs. Jo Anne Koss yielded to details on the union's 11 basic demands.

Regional news was shoved back to Pages 6 and 7.

All, of course, in a good cause. Think what you have to look forward to!

IOG in GM Nets More Than Full Time on Job

Chart on Page 1

A General Motors stockholder who invested $10,000 in January 1947 would have earned more money over the last 11 years than an average GM worker who toiled 40 hours a week, 50 weeks a year in a GM plant.

The stockholder would have received, in dividends and in capital gains, approximately $54,000. The worker would have earned about $46,000.

And these huge returns to the stockholders were in addition to an expansion in the company's net worth of 221%—$4.4 billion—in 10 years, 72% of which was paid for out of current earnings and therefore out of the pockets of consumers.

Year after year, UAW President Walter P. Reuther pointed out, GM earned from 43% to 73% profit on net worth—yet each year it raised the price of autos.

"For every $1 increase in wage costs it raised prices $5," he said.

"Of course, not quite all of this went into profits. Some of it went into higher steel prices; because in the steel industry, for every $1 in wage costs, prices were raised $3."

Same Story

It's much the same story in the other two companies, Reuther said.

Ford's net worth went up 184%; all but 4% was paid for out of consumer's pockets.

Chrysler's net worth went up 128%; only 0.1% — one-tenth of 1%—was in new investment. The rest came from inflated prices.

"That's the story of inflation," Reuther said. "That's what pushed up the price of cars."

In theory, he went on, a company that wants to expand its operations goes into the market and sells more stocks or bonds to new investors. It increases the amount of money that has actually been put into the company.

"But that's old-fashioned," he said. "They don't do it that way any more. They let the consumers pay for their expansion, so the existing stockholders can get all the benefits themselves."

Yet, Reuther noted the Big Three companies claim that "labor costs" are responsible for higher prices.

"When they say it they know it isn't true," he charged. "Their own figures—and these are their own figures—prove it isn't true. But that's what they try to tell the American public."

Profit-Sharing Key to Equity

Despite the best efforts of the daily press to write its obituary, profit-sharing is still very much a part of the UAW's 1958 program, President Walter P. Reuther stressed last week.

"Actually, profit-sharing is not a demand—it's a mechanism," he said. "We want to find a way to make sure that all three groups — workers, stockholders and consumers—get their equity.

"In a mass-production industry, where there are so many different factors involved, no one can predict in advance the size of the pie that ought to be divided up. So we say, let's wait till the end of the year, when all the facts are in."

They Like It

This, Reuther noted, is exactly the formula used by the Big Three for paying its executives—a basic salary plus a bonus based on the company's earnings.

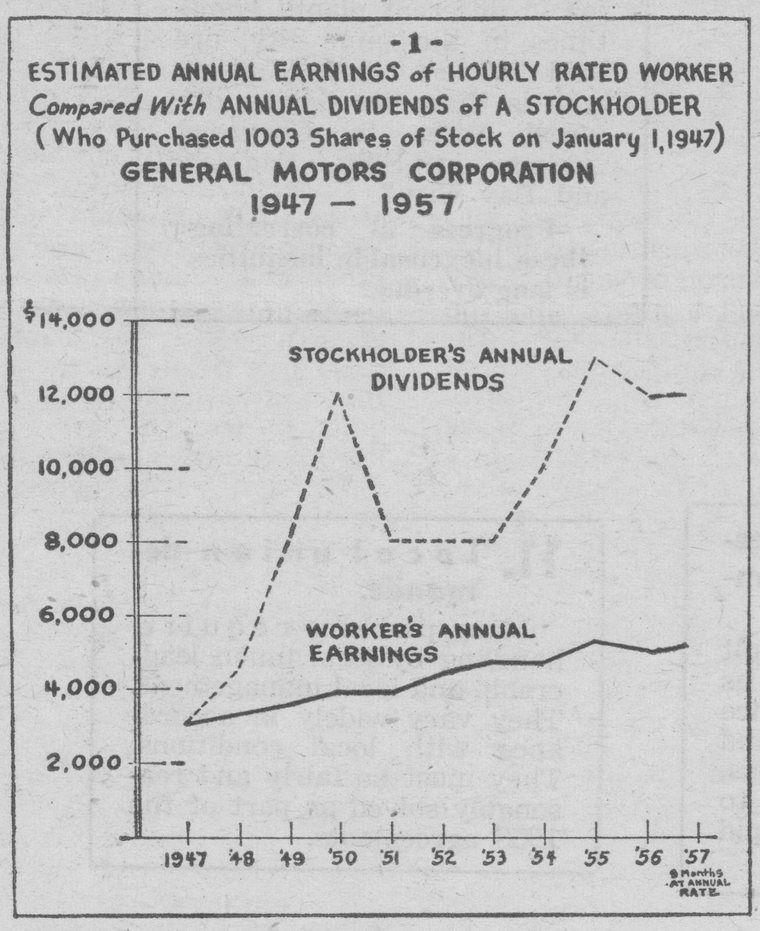
"Mark my words—10 years from now, some plan of this kind will be a standard feature throughout American industry."

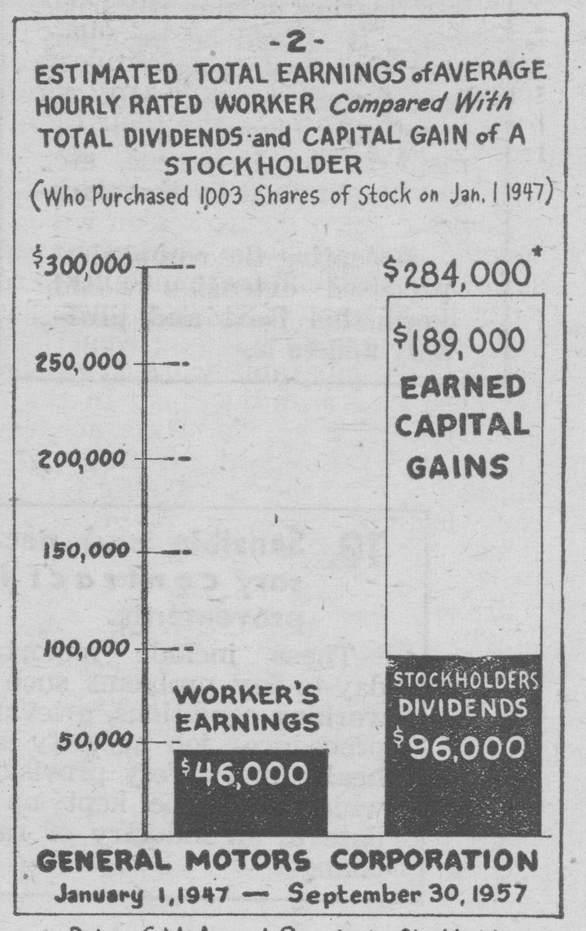
Nobody's Worth 139 Times More

In discussing profit-sharing (see above), UAW President Walter P. Reuther pointed out that its operation for General Motors executives had paid Harlow H. Curtice, GM president, an average income 139 times as great as the average GM worker's.

"We believe there should be differences in compensation," he said. "We agree there should be an incentive, in terms of higher pay, for men in responsible positions.

"But no man is worth 139 times as much as another, no matter what his job is."





Data: GM Annual Reports to Stockholder and New York Times

* Rounded

UAW Demands Fair Deal for All -- The Unemploye

All Workers, Skilled

1. Purchasing-power for the unemployed and those on short workweeks through SUB improvements.

The UAW asks a rise in basic SUB to 65% of gross pay (instead of net pay) plus $2 for each dependent up to six; an increase in maximum duration from 26 to 52 weeks; elimination of the $25 ceiling on SUB; and payment of the full benefit (including the part that would otherwise be paid by the state) out of the SUB trust funds in states like Indiana and Ohio where legal barriers exist.

Also, the union asks that the plan be amended to supplement the pay of workers on short weeks.

All this could be paid for without increasing the corporations' contributions above the present level.

The plans are now over-funded in relation to the present inadequate benefits. The GM fund, for instance, has taken in almost $98 million and paid out only $7 million —61% of which was covered by interest on and appreciation of the investment.

Extending the present contracts for two years would leave most of this money —$154 million in the trust funds of the Big Three—tied up instead of freeing it for use now, when it's most needed.

2. A cost of living adjustment in pension benefits.

The UAW asks an increase in basic benefits from $2.25 to $2.75 per month per year of service with corresponding increases in disability and early retirement pensions. This would bring pensioners' buying-power almost—but not quite—up to the levels negotiated in 1955.

No group in our society has been victimized by the erosion of living standards through inflation as much as pensioners and others living on fixed incomes. The UAW is determined to restore to retired members the buying-power levels and living-standards established when present contracts were signed.

4. Protection for workers and their families when plants are abandoned or work is shifted to another community.

Since February, Ford alone has closed plants in Buffalo, N.Y., Somerville, Mass., and Memphis, Tenn. These plants employed 4,000 workers. It plans to close another plant in Chicago now employing 3,200. Chrysler will soon abandon 5,500 workers in Evansville, Ind.; the same problem has afflicted GM workers as well.

What the UAW asks is as much consideration for workers as the companies now give to executives and certain salaried workers—or for that matter, to machinery.

The union wants transfer rights (with full protection of vacation, pension and other benefits related to company service); moving and travel costs; a 30-day per diem in the new location, and severance pay for those who for age, family or other reasons, choose not to move or for whom no jobs are available.

The severance pay proposal ranges from a week after one year to 52 weeks after 30 or more years—far less than plans actually in effect in other industries.

Extending the present contract for two years would leave without protection workers whose plants are abandoned or whose jobs are moved.

5. Revised vacation eligibility to protect workers in a period of extended layoffs.

The present vacation eligibility rules as set forth in the 1955 contracts, if extended as the corporations propose, would deny many thousands of workers the vacation pay which they have earned, simply because the extended layoffs would make them technically ineligible. It is obvious that no one can justify further penalizing the unemployed by robbing them of their vacation pay because of technical deficiencies in the present contracts.

6. An equitable adjustment of ins eliminate the present discrimi which result from the difference benefit costs on the basis of state location.

Under the present contracts, the corpo the premium is on the low side and the when the premium is on the high side.

The corporation's contributions are pegg rates. In areas where the rates are lower the corporation saves by paying only half areas where rates are higher than in Mic bears the full cost of the difference over th

This inequity cannot be continued for tw must be corrected in the 1958 agreement

8. Factoring the cost-of-living allowance into the basic wage structure.

Under the provisions of the present contracts, the cost-of-living allowance would rise to 24c based on the latest BLS consumer price index.

There's no reason why so large an amount should be left floating outside the basic wage. It should be incorporated into basic wages (as in past years) so that the full benefits in terms of improvement factor, insurance, etc., can be obtained by the workers.

Accepting the companies' proposed extension would keep this float and probably add to it.

9. Correction of wage inequities.

Although wage inequities are a problem common to all of the Big Three, affecting production, skilled trades and other classifications, they are most serious in General Motors.

Workers doing the same job in different plants, sometimes in the same city, are paid different rates. What excuse is there for paying different rates to Chevrolet workers in Flint, Saginaw and Bay City?

Progress in correcting these inexcusable inequities is long overdue.

10. Sensible and necessary contract improvements.

These include important day-to-day problems such as working conditions, grievance procedure, job security and health and safety provisions, which must be kept up to date in an industry of rapid change.

11. Local union demands.

Many problems require handling by local union leadership and local management. They vary widely in accordance with local conditions. They must be fairly and reasonably solved as part of the 1958 agreements.

Lest We Forget:

Bitter Battles Won Bi

With slick pamphlets, leaflets and "love-letters," the major auto companies have been busy telling their workers how lucky they are to enjoy such benefits as cost-of-living and annual automatic wage increases, pensions, SUB, group insurance, hospitalization and all the rest.

But nowhere, in any of these publications, do the companies acknowledge a simple fact: EVERY ONE OF THESE BENEFITS WAS PROPOSED BY THE UNION, AND EVERY ONE OF THEM WAS BITTERLY OPPOSED BY MANAGEMENT.

When the UAW makes this point today, the companies assume an air of injured innocence. Henry Ford II was stung by a story (Solidarity, April 28) scoffing at a Ford pamphlet. General Motors spokesmen like Louis Seaton have reacted similarly.

Yet when they are challenged to name a single gain that the companies proposed, they have nothing to say.

'Different'—or Is It?

The early days of company spies, beatings of union members and last-ditch resistance to organization; the years of speedup, of no seniority, no grievance procedure, no rights of any kind are part of history.

The companies say it is "unfair" to talk about those da Things are different now, th claim; they may have be wrong once, but now they "cept" the union.

Well, let's look at the rec Let's look at GM's own bool "Ten Years of Industrial Peac GM," which brags about the b fits it provides.

That 'GM Formula'

The booklet begins with the calator-improvement factor w formula, which it says it propo This is true only in the sense GM responded to UAW press The company itself acknowled that fact in 1948; its written said:

"The union now and in the has interpreted the worker's p lem as a dual one:

"a. The problem of maint ing the purchasing-power of hour of work—in other wo protecting the worker from creases in consumer prices.

"b. The problem of assur the worker that the buyi power of his hour of work increase as the nation's ind trial efficiency improves.

"The union has indicated its economic demands were de ed to deal with both of these jectives."

Thus it was in response to U demands that GM came up the formula.

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3. Investment of a part of the pension funds in projects that will benefit workers and their communities.

There is $750 million in the Big Three—UAW pension funds and it's growing fast. This is the workers' money—yet the corporations alone, through the trustees they choose, decide where it is invested.

Up to now a lot of it has been used for luxury apartments, office buildings, etc., in such places as New York City, Raleigh, N.C. and Richmond, Va., and for other activities unrelated to the workers, the industry or the auto communities.

Why shouldn't a part of this vast sum be available, under all the safeguards required by law, for socially-desirable projects such as workers' housing, hospitals and community improvements for the benefit of those who own the money?

This is the practice in other union-negotiated pension plans —and there is no good reason why UAW members, their families, and their communities should be denied similar use of a part of their own pension funds.

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the corporation saves where and the worker is penalized gh side.

s are pegged to the Michigan are lower than in Michigan, g only half the local rate. In han in Michigan, the worker nce over the Michigan rates.

nued for two more years and agreements.

7. A wage increase that accurately reflects the increase in productivity.

The present 2½% annual improvement factor is now inadequate in an era of automation, electronics and other technological advances.

President Eisenhower's economic report to Congress showed that the average rate of productivity advance from 1947 to 1956 was 3.9 per year.

Even this figure is an inadequate measure of the actual rate of advance, and certainly is less than can be achieved under stable, peacetime, full employment - full production conditions.

n Big 3's Boasted Benefits

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But in that very same year, 1948, GM refused to bargain at all on pensions. Though it provided $25,000-a-year pensions for executives who earned hundreds of thousands a year, it recommended "thrift" for its workers.

The pension battle then shifted to Ford. Though the company flatly rejected the proposal in June 1949, ("We will reject any change in our contract which would mean higher labor costs . . . whether in the form of wage increases or pensions, and other welfare funds," wrote John Bugas), in September of that year it agreed—and Ford workers won the first fully-funded, actuarially sound, non-contributory and jointly administered pension plan negotiated in any major industry.

The next year—1950—GM went along. (So did Chrysler— after a strike that lasted 104 days.)

GM's booklet also boasts about hospital and medical insurance. True, it now contributes to the cost of these plans—thanks to the UAW.

Blue Cross Story

But in 1940, when the UAW wanted to establish Blue Cross hospital insurance paid for entirely by the workers, GM flatly refused to check off the money from their pay, as the plan requires. Blue Cross, said GM, was "socialism".

Walter P. Reuther and the late Sidney Hillman, then co-director of the Office of Defense Mobilization, had to enlist the personal intervention of President Franklin D. Roosevelt before the company yielded.

Somehow this little historical item was left out of the GM booklet.

There are three whole pages on SUB. Even new members can remember that one—how GM and Ford formed a united front to resist the UAW's efforts, and how the breakthrough came when Ford gave in.

And SUB, Too

Much of the nation ought to remember the television and radio coverage of the GM settlement, too—when the chief GM negotiator, with cameras grinding and microphones open, said **"I congratulate the union for getting this (SUB) somewhere else first; because if they hadn't, they would never have gotten it from us."**

These are only a few cases among many. Every time, even in the last 10 years of company-proclaimed "acceptance" of the union, gains have come hard and against bitter company opposition.

Now the Big Three say, in effect, "You have gone far enough; the 1955 contract is good enough for 1958, for 1959, for 1960." Once again, as always, they begin by saying "No."

And once again, only the UAW can change their minds for the benefit of the workers and the community as a whole.

10 Months of Trying— Nine Big Three 'Noes'

The UAW has tried in vain since last August first to present and then to cure the growing recession and the collective bargaining deadlock it has created.

Every proposal, however, has been brusquely rejected by the auto industry and (at its insistence) by the Eisenhower administration.

Here is a record of the UAW's efforts:

August—The UAW urged the Big Three to cut car prices $100 and pledged it would bargain in 1958 within the framework of the economics that resulted —that is, would modify or withdraw demands that would force a restoration of the cut.

September—The UAW asked President Eisenhower to establish a fact-finding board to study the price-cut proposal.

January—The UAW special convention voted a two-part, non-inflationary bargaining program—basic minimum demands which can be met from current funds or productivity increases, and supplementary demands to be met by a share of company profits after they are earned.

UAW President Walter P. Reuther, before a Senate committee, urged establishment of a federal "consumers' counsel" to review and report on contemplated price increases in monopoly-controlled industries.

February—The UAW urged Eisenhower to call a national conference on the growing unemployment problem. When this was refused, Reuther urged the President to press for federal minimum standards for unemployment compensation and the power to invoke a temporary moratorium on income tax withholding.

The UAW, without publicity, proposed that the union and Big Three seek the advice of a panel of clergymen named by American Motors in December to advise that company on the "ethical aspects" of 1958 bargaining.

April—After a month of futile negotiations, the UAW offered to extend contracts until September (waiving the 6c-an-hour improvement factor increase that would otherwise be paid May 29) if the companies would continue SUB during that period and arrange payments in states where there are legal barriers to the plan; would make a "significant" cut in car prices, and would join with UAW in pressing for a retroactive moratorium on the 10% federal excise tax on cars and for extension of unemployment compensation benefits.

May—The UAW accepted a proposal by Sen. Paul H. Douglas (D., Ill.) which called upon the industry, the union and the government to cooperate in cutting auto prices. Douglas suggested that the union forego any demands that would force a price rise; that the companies reduce prices and that the government sharply reduce the excise tax. (He withdrew this proposal when the companies spurned it.)

The UAW challenged the Big Three to submit the economic issues to impartial and binding arbitration, pledging to waive any demand the arbitrators found would compel a price increase.

The answer every time was "no".

1st Air-Mod Pact Brings 20c Boost

DOVER, Del. — UAW Local 123 is only a couple months old at Air-Mod Corp. here, but its first contract calls for an immediate 20c an hour hike across the board bolstered by sliding increases of 10c an hour every 90 days until a $2.85 rate is established within nine months.

Region 8 Director E. T. Michael estimated the sliding increases would mean 50c an hour more for most of the plant's 750 workers, with none getting less than 40c an hour more by the end of the progression period.

Any job reslotting into higher labor groups will carry with it the added increase, Michael said, noting that job description clarifications will be handled through joint negotiations.

A second shift premium of 5% was established while the third shift bonus was set at 7%, with another 6% flight pay premium provided for in the one-year agreement, Michael said.

Supper Money, Too

Double time will begin after 12 hours' work in one day, with $1.25 supper money provided after 10 hours' work, Michael said.

The agreement also guarantees one week's paid vacation for every worker on the roster when the vacation schedule begins, regardless of his length of service, Michael said.

Full Blue Cross - Blue Shield medical coverage completely paid by the company is also nailed down in the contract, he said.

On a Par

Michael congratulated the workers on being able to negotiate in their first contract rates that bring them in most instances up to the basic wages and conditions prevailing throughout the aircraft industry organized by UAW.

The contract, which was ratified last week by the membership, was negotiated by a local committee consisting of William Ward, temporary local president; Victor Sword, temporary chairman, and William Harrison, assisted by Charles Hytes, international representative.

In the closing stages of negotiations they were joined by Michael and Bert Bothe, assistant director. Help was also supplied by UAW's aircraft department, headed by Vice President Leonard Woodcock.

Air-Mod workers joined UAW only a couple months ago, entering after voting for the union by an overwhelming majority, 286-86, in an election held by the National Labor Relations Board (Solidarity, April 7).

D'Alesandro Gets Nomination

BALTIMORE, Md. — Thomas D'Alesandro, mayor of Baltimore since 1947, has won the Democratic nomination for U.S. Senator with the support of organized labor in Maryland.

D'Alesandro, who won his first election at the age of 22 and hasn't lost once since, also has served in the state legislature, in the U.S. House of Representatives (where he voted against Taft-Hartley) and on city council here.

Recently he appeared before the House Committee on Banking and Currency to urge the federal government to step in—and promptly—to fight the recession sweeping the country.

He testified as chairman of the legislative committee of the U.S. Conference of Mayors, plumping for a large-scale public works program, extension of unemployment benefits and income tax cuts.

Thomas D'Alesandro

Negotiations in Aircraft All But Over for '58

The 1958 negotiations with major aircraft plants were all but over last week, it was reported by Leonard Woodcock, UAW vice president and director of the aircraft department.

Of the "Big Four"—Douglas, North American, Lockheed and Convair—all agreements had been ratified by either the UAW or IAM memberships except at Convair Pomona, Calif., where IAM members have been on strike for two weeks.

Windup of negotiations with the major plants came May 25 when IAM members working at Douglas Aircraft plants in El Segundo, Torrance and Santa Monica, Calif., voted three-to-one to accept the new two-year agreements. More than 4,000 turned out for the Sunday meeting.

These Approved

IAM members at Convair San Diego and UAW members at Douglas Long Beach and North American Los Angeles (all in California); and Douglas Tulsa (Okla.) and Tucson (Ariz.) and Charlotte (Va.) voted the previous week to approve the agreements.

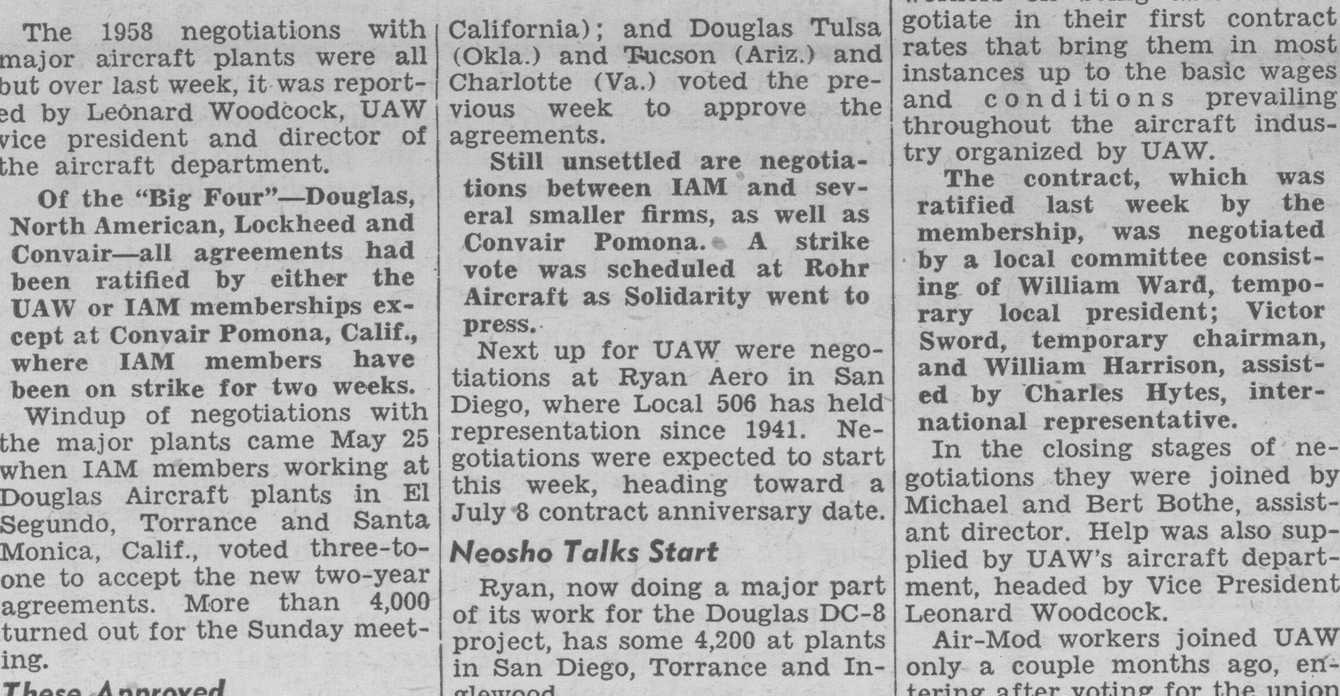
Still unsettled are negotiations between IAM and several smaller firms, as well as Convair Pomona. A strike vote was scheduled at Rohr Aircraft as Solidarity went to press.

Next up for UAW were negotiations at Ryan Aero in San Diego, where Local 506 has held representation since 1941. Negotiations were expected to start this week, heading toward a July 8 contract anniversary date.

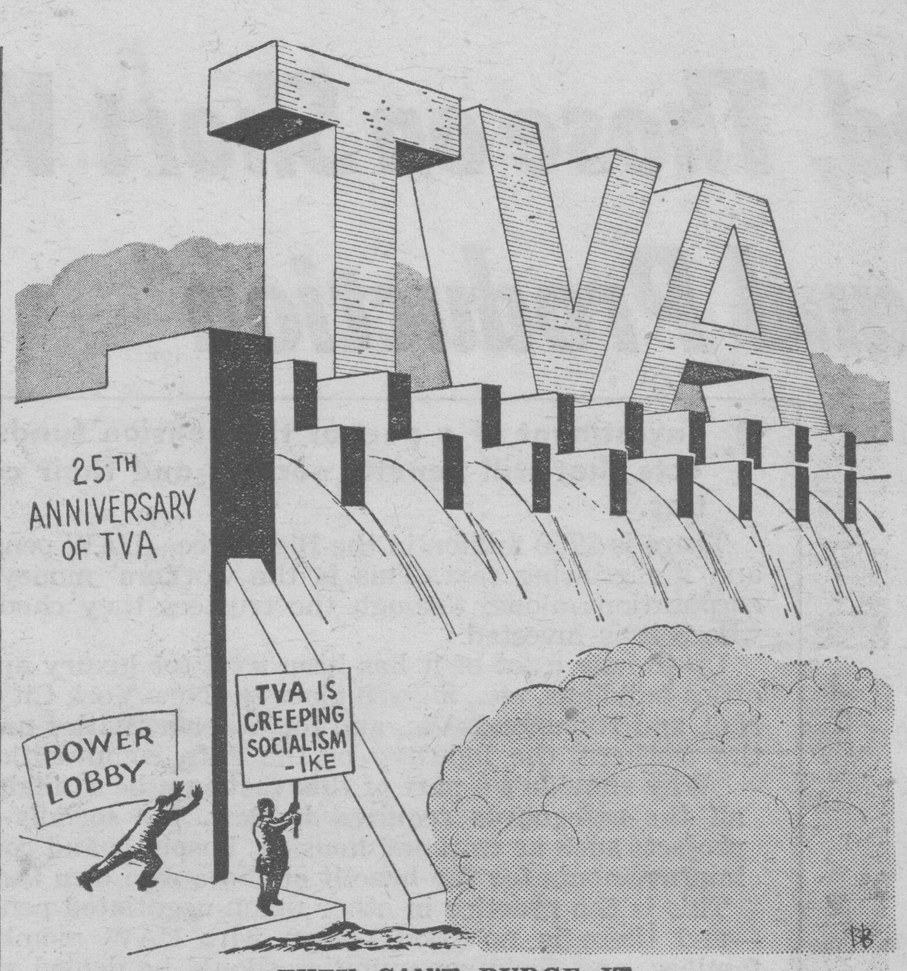
Neosho Talks Start

Ryan, now doing a major part of its work for the Douglas DC-8 project, has some 4,200 at plants in San Diego, Torrance and Inglewood.

Meantime, negotiations for a first contract began at North American Neosho, Mo., where UAW won an election recently.



FORD'S THE WORD on everybody's lips here as workers gather at council meeting in Detroit. Ken Bannon, Ford department director (right) huddles with (seated in front) Marshall Fritts, Local 920, Richmond, Va.; Earl Flynn, Local 737, Nashville, Tenn.; Hilton Lee, Local 919, Norfolk, Va.; G. H. Wynne, Local 903, Memphis, Tenn.; (standing) Verner H. Thompson, Local 882, Atlanta, Ga., and R. A. Overcash, Local 968, Charlotte, N.C. That's Region 8 Director E. T. Michael standing next to Ken.



THEY CAN'T BUDGE IT

TVA: 25-Year-Old New Deal Monument

KNOXVILLE, Tenn.—The Tennessee Valley Authority was 25 years old last month, celebrating the stormiest quarter of a century any federal agency ever underwent.

Hardly anybody is neutral about it.

The farmers who've thrived because of it rise up at any attempt to shackle it or put it out of business (remember the Eisenhower administration's Dixon-Yates fiasco?).

No politician running for office along its banks dares to come out against it.

Private utility executives have apoplexy every time they think about the 25 years of cheap, dependable electric power it has provided—power that serves as a yardstick to show up their own inflated prices.

Nobody Denies Its Use

None of its opponents, however, has tried to deny the beneficial effect it has brought to an area once blighted.

Before 1933, the valley was a desert of wornout cotton and tobacco farms with as many as a third of the ragged residents drugged by malaria. In the entire region, there were only 15,000 or so electrified farms.

Today, some of the farmers in the valley earn as much as $10,000 a year on some of the 360,000 farms enriched by TVA fertilizer and brightened by TVA electricity. Fat hogs and sturdy cattle graze on lush acres once abandoned to sassafras-type "poverty crops."

Hundreds of new industries and millions of dollars in payrolls have come, because of TVA, to an area that once provided only a meager livelihood from tobacco, cotton and small crops.

It Brought Ford

The very private industries that attack the TVA as "socialistic" have invested more than a half billion dollars in factories along the river. Some of them are such giants as Aluminum Co. of America (Alcoa), Reynolds Metals, Du Pont—and Ford.

But the private utilities have never ceased their attack—a drive emboldened by the obvious dislike of the Eisenhower administration for TVA.

The reason is simple—cheap electric power.

"If consumers in the TVA area paid the national average in electric rates," TVA said in its pamphlet "Facts About TVA," "they would pay $100 million a year more for the electricity they buy."

The world's largest power-generating system, the TVA supplies wholesale electricity to 98 cities and towns and 51 cooperatives for delivery to 1,460,000 consumers.

It operates 31 major dams, eight major steam plants and last year sold a record 57 billion kilowatt hours of electricity for a total of $235,700,000.

Its reported net income in 1957 was $58,100,000.

Over the years it has returned the government an average of 4% on its original investment.

$240 Million Paid Back

In all it has paid back $240 million toward the liquidation of its cost.

As Gov. Frank G. Clement of Tennessee said:

"TVA is about half as socialistic as a fleet of battleships and twice as important to this country's defense."

It was born in the New Deal, at the direction of the late President Franklin D. Roosevelt, primarily as a work project. Both Presidents Calvin Coolidge and Herbert Hoover had vetoed similar projects proposed by Congress.

Now another Republican administration would tear it down.

Jobs Run Out, So Does UC

Georgia and Maryland reported some bleak figures last month about the number of jobless workers who have gotten their last unemployment compensation check.

Robert B. Kimble, Maryland's director of employment security, said the total number of persons who've run out of benefits is up to 15,148. Of these, he said, 3,316 exhausted their benefits in April.

Down in Georgia, nearly half of the jobless benefit exhaustions—16,571 to be exact—have been reported since the first of the year.

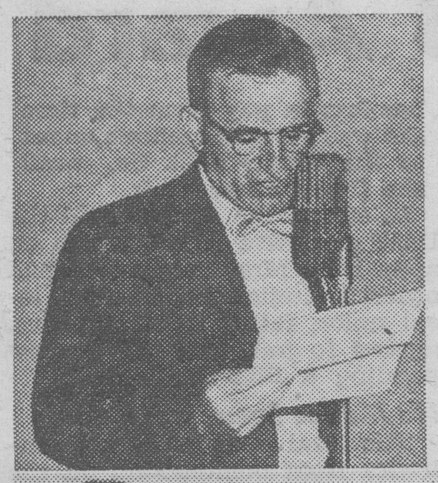
In April alone, 4,825 Georgians got their last check. That month last year the figure was only 2,532.

There are still 56,597 drawing checks in Georgia, however—almost double the number a year ago.

April found Maryland paying a record number of benefit checks—211,254, which is 250% more than were paid in April 1957.

First claims filed in Baltimore alone in April were 18,011 as compared to 14,732 in March and 9,334 in April last year.

Sells Heads Merged Indiana AFL-CIO



NOMINATIONS at last CIO council convention bring Forrest Hanna, (left), UAW Local 5 president from South Bend, to floor microphone to nominate Region 3 Director Ray H. Berndt for post on 13-member executive board of upcoming merged organization. Buoyant spirits with which CIO members looked forward to merger with state AFL to strengthen 400,000 organized workers in Indiana is reflected in the grinning faces of this cluster of UAW delegates from New Castle and Connersville (below).

INDIANAPOLIS, Ind.—The nearly 400,000 Hoosiers in the AFL and CIO have joined ranks under the leadership of a UAW member to become the 38th state group to unite their organized labor.

Dallas Sells, a member of UAW Local 662 at Anderson and president of the state industrial union council for four years, heads the new organization, known as the Indiana State AFL-CIO.

George Colwell, secretary-treasurer of the former CIO council, was named a vice president of the merged group, along with two other officers nominated by the state AFL federation.

They are Grover Osborn, a Terre Haute plumber who was chosen as secretary-treasurer, and Jacob R. Roberts, a printing pressman from Indianapolis, elected as the other vice president.

The four were elected by acclamation by the 787 delegates representing 301 local unions, who met for two hours in Murat Temple here May 24.

Another UAW leader, Region 3 Director Ray H. Berndt, was chosen by the convention to serve on the 13-member executive board.

Other former CIO members who will serve on the board are: James Robb, steelworkers, Indianapolis; Leonard Hutson, electrical workers, Fort Wayne; C. S. Shamblen, oil, chemical and atomic workers, Hammond; Robert Sullivan, packing house workers, Indianapolis; Henry Price, rubber workers, Indianapolis; Walter Sobieralski, clothing workers, South Bend, and Mae Mann, communications workers, Mishawaka.

Former AFL members elected to the board were: Wayne Kepler, electrical workers, Fort Wayne; Earl Whitehurst, operating engineers, Fort Wayne; John Soucie, hod carriers, Evansville; George Tichac, carpenters, Gary, and William B. Wyss, firefighters, Indianapolis.

The officers were chosen at the final conventions of their respective organizations earlier the same week. Those meetings, too, were held at Murat Temple. The president of the state AFL federation which dissolved was Carl H. Mullen, who did not seek office in the merged organization.

Temporary co-chairmen of the swiftly-conducted merger convention were two assistants to AFL-CIO President George Meany — R. J. Thomas and Eugene Moats.

After a report from the credentials committee, read by Colwell, the merger agreement and new constitution were quickly adopted by voice vote conducted by Thomas.

Lester Thornton, of the steelworkers, then read the list of nominees by the CIO and Mullen presented the AFL's slate. Upon Thomas' request for a motion, all were elected by acclamation.

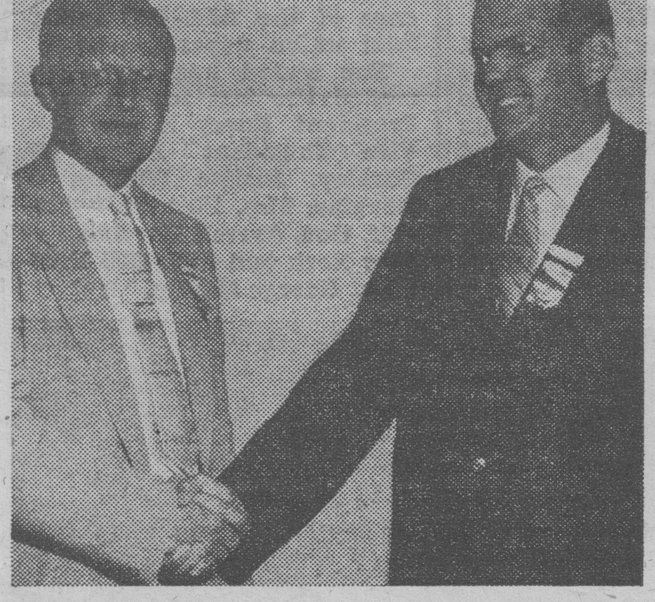
When the din subsided, Thomas yelled, "You are now merged!" and almost immediately administered the oath of office. The charter of the new organization was presented to the officers by Moats.

In his acceptance speech, Sells called for an expanded political education program, greater effort in community services and backing for a legislative program that "will bring about the greatest good to the greatest number consistent with the principles of our great democracy."

He dubbed Gover. Harold W. Handley, a Republican, the "most inconsistent governor in our history."

He cited two newspaper stories dated the same day. In one Handley opposed the federal plan of extending unemployment benefits because it would mean the state would go in debt, Sells said. In the other story, Handley said he favored competitive bidding on selling bonds to build a new state office building.

"He favors debts for building, but not for people," Sells said.



CANDIDATES Berndt and Dallas Sells, state CIO president and member of UAW Local 662 at Anderson, shake on it. Sells was nominated for president of the merged organization.

AT MERGER convention, Sells confabs with Carl H. Mullen, retiring state AFL president. At conclusion of convention, delegates gave Mullen a rising ovation for years of service.

MERGER COMPLETED, Sells, who was elected by acclamation, waits for applause to die down, to outline new program. At right are architects of merger, R. J. Thomas and Eugene Moats, assistants to George Meany, AFL-CIO president. In background are Berndt (left) and George Colwell, former state CIO secretary-treasurer and vice president of merged group.

BULLETIN!

FLORENCE, Ala. — UAW won an overwhelming National Labor Relations Board election victory at Ford Motor Co.'s aluminum plant here, 153-39, as Solidarity went to press.

Vice President Richard T. Gosser, director of the competitive shop department, reported that 193 of 217 eligible votes were cast with only one for no-union.

The other choice open to the workers on the ballot was for the Aluminum Workers, who intervened after UAW petitioned for the election at the plant which has been operating only about a year, according to Region 8 Director E. T. Michael.

The successful campaign was conducted by representatives from UAW's competitive shop and Ford departments and by the staff of Region 8.

Ag Imps Get Set

CHICAGO—Getting ready for the opening of negotiations with the agricultural implement industry, three UAW councils met here and in South Bend, Ind. and Cedar Rapids, Ia. (See later story on page 8).

The union's International Harvester council met in the Windy City May 17 and received a report from its negotiating committee, which had been meeting here to hammer out demands (Solidarity, May 19). The committee's recommendations were presented by Art Shy, assistant director of the I-H department, and were accepted by the council delegates.

The council then discussed bargaining strategy. The discussion was led by Herschel Davis, administrative assistant to UAW Vice President Pat Greathouse, director of the I-H department.

Delegates also received a report on the union's "clean-up drive" to settle piled-up grievances. David Cole, permanent I-H arbitrator, acting in this instance as a mediator, has been assisting union and management in the drive.

SOUTH BEND, Ind. — The UAW's national negotiating committee for Oliver Corp. workers met here May 17 and put demands to be made on management in shape for presentation to the corporation. The contracts with Oliver plants are separate and not identical, with the first—between Local 1315 and the Charles City, Ia. plant — expiring Aug. 31.

Before negotiations are begun, however, another meeting of the Oliver unions joint coordinating conference will be called, according to UAW Vice President Pat Greathouse. The conference is made up of local and international representatives from the UAW, the International Association of Machinists (IAM) and the Allied Industrial Workers which, between them, represent all Oliver workers.

Talks On In Ag Imp

Negotiations between the UAW and the Big Four in the agricultural implement industry are about to open, UAW Vice President Pat Greathouse announced last week.

The union will first knock on the door of the biggest of them all, International Harvester, which is to the farm implement industry what General Motors is to autos.

Talks with I-H start in Chicago tomorrow (June 3). The current master agreement expires Aug. 1.

Next in line will be the John Deere Co., which will meet with union negotiators beginning June 10 in Moline, Ill.

Allis-Chalmers Soon

The following day talks will open in Peoria, Ill., with the Caterpillar Tractor Co., manufacturer of earth-moving equipment and tractors.

At press time no definite date had been set for the opening of negotiations with the Allis-Chalmers Co., but since the contracts expire Aug. 15, talks are likely to begin late this month, Greathouse said.

At Deere, the UAW currently has separate contracts for each plant, but the language of each contract is identical. These contracts also expire Aug. 1.

At Caterpillar, one of the UAW's major demands will be for national negotiations and a master contract. Current contracts are separate, with the agreement for the main plant in Peoria expiring July 30.

All Quiet

At A-C, the UAW currently has separate contracts with so-called "master language." These contracts call for central negotiations in 1958, during which the UAW will demand a master agreement, according to Greathouse.

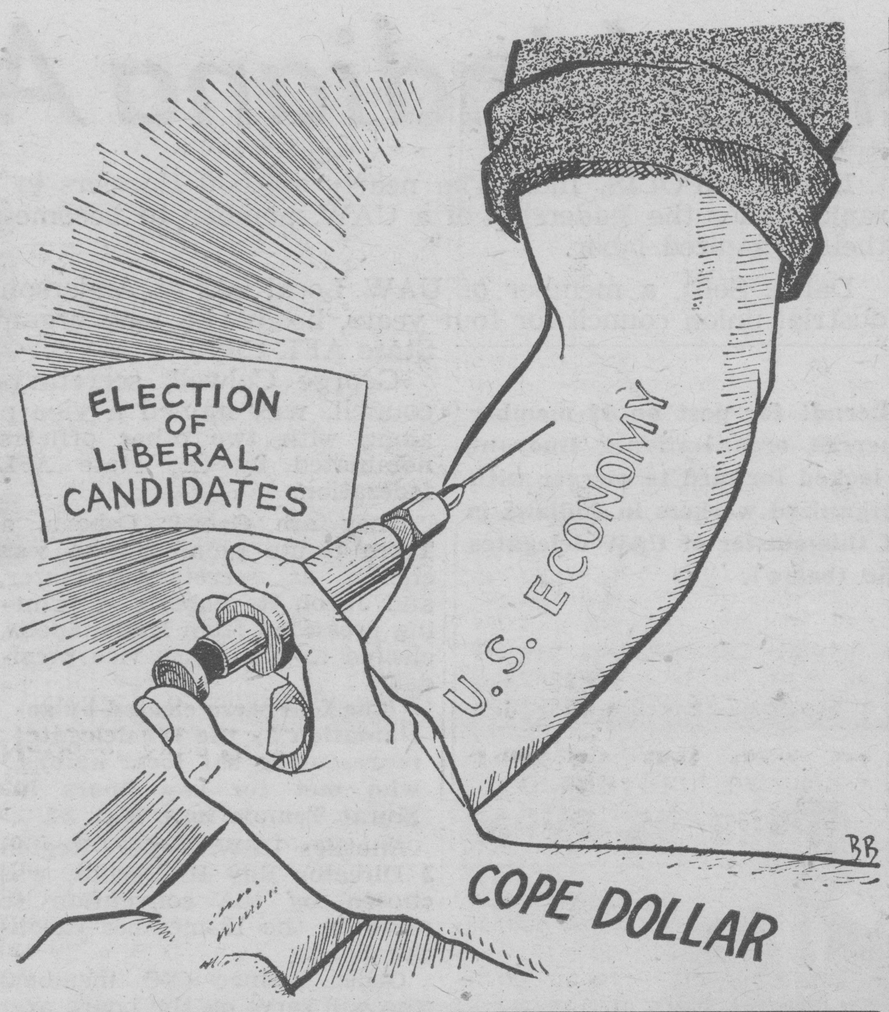
"Delegates to the four councils concerned in these negotiations have voted not to reveal their demands publicly, with minor exceptions, until these demands have been served on the companies involved," Greathouse said.

It is obvious, however, that these demands will include the UAW's 1958 bargaining goals as well as demands geared especially to the needs of the workers in the farm implement industry.

Greathouse, who is director of the union's agricultural implement department, will lead the union's negotiating team during the opening session at each of the Big Four.

Iowans: Vote!

A special reminder to UAW members in Iowa: Today, Monday, June 2, is primary election day in Iowa . . . a good day on which to remember that it's easier to lose your job than your vote. To keep your job—or to get it back—use your vote for the right candidate.



We're Glad You Missed Us, but...

Lots of our readers overlooked our May 5 announcement that Solidarity has dropped down to every other week as part of the UAW's belt-tightening program. They've been phoning and writing the circulation department to complain about not getting the paper. We're glad you missed us, folks; but while the recession lasts, we'll be seeing you only every other Monday.

Single Unit Best for All, UAW Tells NLRB Panel

A single bargaining unit is the most effective means for auto industry skilled and production workers to make progress in negotiations, UAW President Walter Reuther told the National Labor Relations Board last week.

Reuther presented the main portion of UAW's case during a special NLRB hearing on efforts of a few craft groups to split the union by splintering away some skilled workers. Board members said they hoped to have a decision by June 1.

Reuther said craft groups had been shown to be unequal to the task of representing skilled auto industry workers because of the complexities of bargaining with the giant auto corporations.

At the same time, he said, UAW has united the skilled and production workers to enable them to meet their common problems. "We also have refined the union's internal machinery to meet the special problems of skilled trades workers," he added.

National Tube Cited

The UAW president emphasized that carving up the skilled workers into small craft units would set back the nation's manpower needs for peacetime as well as defense production. "It also would hurt the bargaining power of the skilled workers themselves," he said.

UAW asked the board to apply its "National Tube" policy to the auto industry. That decision, handed down in 1948, prohibited the carving up of craft units in certain basic industries, such as steel, where maintenance workers are a vital part of the operating process.

Lawyers for Ford, General Motors and Chrysler sought dismissal of the craft group petition, while attorneys for the splinter units argued the crafts should be permitted to carve up industrial unions.

NCSW Elects Brindle

CHICAGO—James Brindle, director of the UAW's social security department, was elected secretary of the National Conference on Social Welfare at a convention here.

None So Blind

COPENHAGEN, Denmark—They say that there are "none so blind as those that will not see."

Take the case of those 48 Detroit industrialists, for instance, who arrived here last month while on an extended European junket.

They were met at the airport by newsmen who asked about the recession in the United States.

The bigwigs looked surprised and replied, "Whoever told you about bad times in the U.S.?"

The leader of the group, S. V. Den Uyl, told the newsmen that business leaders were not taking the talk about an economic decline seriously.

The industrialists are all members of the Greater Detroit Board of Commerce, sponsor of the junket.

WELCOME NEWS was not only scarce, it was absent at Big Three negotiations, but the team leaders could still smile. From left, Art Hughes, administrative assistant to Vice President Norman Matthews, Chrysler director; Vice President Leonard Woodcock, GM director, and Ken Bannon, Ford director.

Denied Trial, She Gets PRB Award

The UAW public review board last week upheld a member who claimed she had lost her job, under a union shop contract, without getting her full rights under the UAW constitution.

The PRB ordered Local 469, Milwaukee, to pay Agatha Praniewicz $800, representing her loss in pay from the time she was refused reemployment by the Master L[illegible]k Co. until she found other work.

In effect, the PRB upheld the UAW executive board, which on appeal by Mrs. Praniewicz had ordered similar action. The local union failed to comply, but agreed to put $800 in escrow pending a PRB finding.

No Malice Seen

The local dropped Mrs. Praniewicz from membership on the basis of complaints filed against her by several fellow-employes, who accused her of loud, abusive talk which was a disruptive influence in the plant.

However, the PRB found, the local improperly refused to follow the trial procedure set forth in the UAW constitution.

"It seems amply clear that what was done was not motivated by malice but rather resulted in failure to comprehend the importance of adherence to the trial procedure," the PRB said.

Rabbi Morris Adler, chairman; Magistrate J. A. Hanrahan and Judge Wade H. McCree comprised the PRB panel.

Salesman Hits 'Buy' Drives

WASHINGTON — Even some salesmen —who started it all— now admit that the "buy now" campaigns which have been sweeping the country are, in the words of one, "idiotic."

Glenn R. Fouche, president of the National Sales Executives, Inc., told salesmen and business leaders at a conference here to abandon hopes that "appeals to patriotism" would send the public rushing out to buy and spend the country out of its recession.

"It's time top executives of our leading companies got out of their Cadillacs and started riding their trucks," Fouche declared.

"After eight months of falling sales, everbody should be convinced that the consumer is not going to buy our products out of patriotic motives or a desire to help our economy. Businessmen don't buy their supplies out of these motives and it is idiotic to expect consumer to do so."

They're Superior Now

CHICAGO—Superior Pipe Co. workers here joined the UAW fold last week by a 67-60 vote in an NLRB election. Two ballots were void and six workers failed to vote. Region 4 Director Bob Johnston's staff, along with competitive shop and foundry department representatives, carried on the drive.

Israel Award to WPR

NEW YORK — UAW President Walter P. Reuther will receive the 1958 Histadrut humanitarian award for distinguished service to the cause of democracy and the promotion of friendly relations between the U.S. and Israel. Presentation will take place here June 17—the same day as the industrial relations conference of the AFL-CIO industrial union department.

The award has been presented the last few years to President Harry S. Truman, Vice President Alben W. Barkley, Justice William O. Douglas, Mrs. Eleanor Roosevelt, Gov. Averell Harriman of New York and AFL-CIO President George Meany.

WELCOME BACK is theme of Chrysler council as Vice President Norman Matthews returns to duty after long illness. Left to right, Art Hughes, administrative assistant who has been filling in; Matthews; Bill Jenkins, chairman of the Chrysler negotiating committee, and Harold Julian, assistant director of the Chrysler department.

WELCOME VISITOR to joint Big Three councils' conference was Al Hartnett (center), secretary treasurer of the International Union of Electrical Workers, who pledged again the IUE's solid support of the UAW's bargaining program. He's flanked, of course, by Secretary Treasurer Emil Mazey and President Walter P. Reuther.