

throughout the state were organized, with unemployed leaders traveling from Binghamton, Elmira and Monticello to take part in the proceedings. Of the delegates, 105 were women and 57 were Negroes.

REVIEWS HISTORY

At 11 A. M., after the election of committees, Sam Wiseman, State Organizer of the Alliance, in an opening report reviewed the history of unemployment and the history of the organized unemployed movement since the Last World War.

"The unemployed do not live in a vacuum," he said, "isolated in all their misery from the rest of the world. Their plight is a direct consequence of the workings of historic forces since the last war.

"It seems to be the fate of the workers and of the common people of the capitalist countries under our present economic system," he continued, "to live in poverty and misery during peace time and to die

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groups representing 1,000,000 persons in New York alone have telegraphed or written their demand that Mayor LaGuardia and the Board of Transportation bargain collectively with the union, Hogan added.

The union leader pointed out that both AFL and CIO unions are well represented in the nation-wide outpouring of support.

SEEK NEW FACTS

The labor contracts for the 32,000 transit workers, taken over when the city purchased the lines last year, expire June 30. Backed by the national CIO leadership, the union is seeking their renewal as well as wage and hour adjustments.

Mayor LaGuardia refuses to bargain collectively with the union on the ground that civil service provisions forbid it. The union points out in reply that in Detroit and San Francisco collectively bargaining agreements exist between municipalities and civil service transit

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Senate Hearing Shows OPM Aids Aluminum Trust

This is the second of two articles showing how the OPM, the Nazis and the giant Alcoa, part of the Mellon aluminum monopoly, are linked in the current metal shortage profit scandal. The first article appeared in yesterday's Sunday Worker.)

By Adam Lapin

(Daily Worker Washington Bureau)

WASHINGTON, May 25. — Perhaps the case of the Reynolds Metal Company best illustrates how OPM officials worked for the best Alcoa's best interests.

Richard S. Reynolds, president of the Reynolds company which produces aluminum foils and powder, testified before the Truman Committee that as early as 1939 he began to be worried about the shortage of aluminum.

Of course he claimed that he was motivated entirely by thoughts of "national defense." Mr. Reynolds must have realized, however that after the Justice Department indictment of Alcoa there might be chances for another company to

edge the aluminum production picture.

He testified that he was so imbued with the desire to produce aluminum that he mortgaged all his 18 plants and set about trying to get a Reconstruction Finance Corporation loan.

The RFC obligingly came through with a 20 million dollar loan in August, 1940 which was to enable the company to produce 120,000,000 pounds of aluminum a year in two new plants to be located at Lister, Alabama, and Longview, Washington.

Reynolds, however, ran into difficulty with both the OPM and the Aluminum Company.

FROZEN OUT

The OPM boys insisted there was no need for new plants or new companies and that Alcoa could take care of all needs. Holden went so far as to try to get waterpower from the Bonneville Dam, which had been promised to the Reynolds Company, transferred to Alcoa, instead.

Holden wrote a letter, which was

never sent, in which he said that if any decision was to be made on the Bonneville power he thought that the power and equipment for the manufacture of "aluminum should be placed where we would be sure we would get the aluminum."

When Senator Truman asked "in your opinion, that was Alcoa?"

Holden replied:

"Yes, I think the Alcoa is the only producer of aluminum, is the only place where we are sure that we could get aluminum."

The Aluminum Company struck back at Reynolds by delivering only 50 per cent of the orders he had placed with them for his factory's production needs.

When Alcoa decided to abandon plans to build a new project at the Fontana Dam Site, on the Little Tennessee, because it refused to meet the provisions of the Federal Power Act, Holden came to their rescue.

According to a threatening letter which an attorney for Alcoa sent to

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Senate Hearing Shows OPM Aids Trust

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the chairman of the Federal Power Commission, Holden was prepared to recommend to the War Department that they build the project for Alcoa and lease it to them or a subsidiary for five years with an option to purchase.

One of the most significant discoveries made by the Truman Committee was that aluminum priorities were distributed in such a way as to discriminate against small manufacturers of textiles, silk and cotton and in favor of duPont, General Motors, and other monopolistic corporations.

"I find," said Senator Truman, "that certain brands of substitutes for silk stockings are allowed large priorities in aluminum and that silk and cotton are allowed very small priorities."

Senator Truman was referring to the fact that nylon, that synthetic creation of the duPonts, was granted 60 per cent priority for aluminum whereas cotton, silk and other textiles only rated 10 per cent.

The membership of OPM's Aluminum and Magnesium Priorities Committee is the key to the answer of why.

ALCOA INFLUENCES

Chairman of the committee is Dr. Ernest Hopkins, President of Dartmouth College. While he is supposedly the only one on the committee who makes decisions and votes, the position is clearly advisory as he listens to the members of the committee who know something about aluminum.

Besides one representative each from the Navy and War Departments, the other two members of the committee are a Mr. Farrell, Chairman of the Board of Fairmont Aluminum Company, and Mr. E. J. Barnes, of the Frigidaire Division of General Motors Corp.

Mr. Farrell is head of a small aluminum company which produces sheet aluminum and is completely dependent on Alcoa for its supply. Since Mr. Farrell's company would have to go out of business if Alcoa decided to cut down on its supplies, Farrell is careful to keep on the good side of Alcoa.

Mr. Barnes of the Frigidaire Division of General Motors keeps a

watchful eye on the automobile industry and on duPont products which require aluminum in their manufacturing process.

Here is what Senator Truman had to say about the make-up of the committee:

"It looks very much to me as if the voting members of the committee represent duPont, General Motors, and the people who are most interested in these priorities. From the looks of these priorities they have their own business at heart."

GET ALL THEY NEED

Rayon, nylon, industrial and miscellaneous chemicals, automobiles and service cars, motorcycles and motion pictures were all allotted 60 per cent of the aluminum they received in 1940 for next year's production.

But food, cotton, silk, woolen and worsted goods, knit goods, carpets, hats, and house utensils were granted only 10 per cent priority. But then they did not have anyone on the committee looking out for their interests.

After examining the 60 per cent priority given the automobile industry which was supposed to work great hardship, Senator Truman remarked:

"You just take your figures and work them around and you will see that the aluminum allocated to the automobile industry is as much as they would need anyway."

Distribution of aluminum priorities is causing an acute unemployment in many small textile plants. It is also resulting in throwing out of work thousands of workers who were formerly engaged in manufacturing aluminum for civilian purposes.

Responsibility for this situation rests squarely on the OPM's cooperation with the Aluminum Company which in turn works so closely with the Nazi I. G. Farben company.

Both consumers and workers have suffered from the manner in which the OPM has handled the aluminum situation but at least this much should be said for OPM's aluminum policies. It has been consistent. It has never deviated from its position that monopoly and profits come

management as well, that railroad labor is determined to get an increase in pay and vacations in 1941.

The conference urged other roads in Chicago to hold noon-hour shop meetings as another means of rallying the rank and file behind their demands and as a build-up for the coming June 15 meeting.

An important point touched upon by practically every speaker was the fear in the minds of the railroad men of another betrayal by their grand lodge officers in any wage negotiations.

Sharp warnings were sounded for the membership of the various unions to be on guard against another "wooden nickle" sell-out.

A NATIONAL RESPONSE

The report of Secretary Walter H. Villiers showed that more than 1,000 local unions of the different railroad organizations had been circularized during the past few weeks with the wage-increase petitions sponsored by the Chicago Joint Council. Letters read at the meeting indicated an enthusiastic response from all parts of the United States.

The unions represented at last night's conference were: Railway Carmen, Telegraphers, Machinists, Machinist Helpers, Trainmen, Clerks, Firemen and Oilers, Sleeping Car Conductors, Boilermakers, Blacksmiths, Switchmen, Moulders, Electrical Workers, and Sheet Metal Workers