

FOSTER SAYS R. R. CUT STOPPED BY RESOLUTE STAND; SEES NEW DANGER

Communist Leader Flays Latest Cashen Slander

Joint Labor-Employer 'Solution' Scheme Seen as Favoring Railroad Operators, Does Not Advance Workers' Interests

By William Z. Foster

In a recent issue of "Labor" (organ of the Standard R. R. Labor Unions), President Cashen of the Railroad Switchmen's Union, official red-baiter for the Railway Labor Executives Association, says that the Communists, especially myself, were disappointed that the wage cut controversy was settled without a strike.

This is plain slander. The fact is that the Communists share the common satisfaction of the railroad workers that a bitter struggle was not necessary. And it is precisely the course advocated by us; that is, a resolute stand by the rank and file and a determination to strike if necessary, that was the principal factor in forcing the companies to back down.

If pussyfooting of the Cashen variety had anything to do with the victory, it was not visible to the naked eye.

That we were justified in warning the railroad workers against unfavorable action by their conservative leaders, is shown anew by the latter's joint recommendation with the companies to the government through the President's fact-finding committee, on how to solve the mess the railroads have got themselves into.

These proposals—to give the companies a freer hand in making consolidations and in setting railroad rates, to reduce their taxes and to give them great wads of government money—have nothing in common with the interest of the railroad workers, nor of trade unionism generally, nor of the farmers. On the contrary, they play directly into the hands of the great railroad bankers who are already pulling down hundreds of millions of unearned dollars from the railroad industry.

Such proposals do not touch the basic evils of the railroads, chief among which are their huge over-capitalization and their excessive bond interest rates. Hence they will not solve the railroad crisis.

What is necessary is government ownership of the railroads. Repeatedly railroad unions have endowed nationalization of the roads, but George Harrison, David B. Robertson, Cashen, Jewell, and the other conservative leaders have never taken this matter seriously. And in their joint company-union proposals to the government they seem to have forgotten it altogether.



WILLIAM Z. FOSTER
(National Chairman of the Communist Party)

A Stronger Voice for Railroad Progressives

With this issue LISTEN grows up from a rotographed sheet into a printed paper.

It will continue to be the paper of railroad workers edited and written by members of the Communist Party in the railroad industry, with the advice and assistance of progressives who want to forward our work. We are proud of the advance LISTEN has made, proud that our industrial paper now appears with the DAILY WORKER.

Now readers of LISTEN will receive a paper dealing with their own particular problems, as well as have the chance to read a working class newspaper, the DAILY WORKER.

We want our friends to get familiar with our big brother, and to learn how the "DAILY" scoops the world on news of the working class, how our big brother is the only paper that honestly and bravely and unhesitatingly gives us a true picture of the world we live in.

LISTEN has grown sufficiently to be printed. And the editors take this occasion, the beginning of another year to make a few resolves.

They want to improve LISTEN.

They want to draw more and more railroad workers into the columns of LISTEN, to hear a great deal more about their problems and their outlook.

They want LISTEN to appear regularly every month, and to be on time, and to contain more news than ever.

The first year was a beginning, but now LISTEN must be a paper every railroad worker will be proud of and come to consider his own. In this brave resolve, the editor asks your cooperation, and more than that, your letters, your articles, your questions, your discussion. Help make LISTEN the voice of the progressive workers in the railroad industry.

What 'Listen' Aims to Win in Rail Industry

The editors of LISTEN pledge themselves to support and fight for the following minimum program to benefit the workers in the railroad industry:

1. LISTEN endorses and will give full support to the legislative program of the 21 standard railroad unions. This means putting all possible pressure

on Congress to pass the shorter train bill, to prevent consolidations and mergers that will rob us of our jobs, to grant the six-hour day, to pass the full crew bill, to amend the hours of service act, and to liberalize the pension act to provide that employees of 30 years' service or who have reached the age of 60 shall have the option to take a pension

without loss to themselves, and with the cost borne by the companies.

2. LISTEN will defend labor's bill of rights, the National Labor Relations Act, against amendments that will render it useless.

3. LISTEN will fight for labor unity in our own unions and among all unions of working men and women.

4. LISTEN will advocate the in-

Questions & Answers

By ANDY

Question: I was talking to a fellow around the yard the other day about nationalizing the railroads. He said: "Jack, you're a dope. If the government took over the roads they would consolidate most of the yards and throw a million guys out of work." Is this right?—JACK P.

Answer: Your question is a very important one, Jack. Yes, if the Old Dealers and the Republicans could have their way, government ownership of railroads—if they are forced to accept such a plan—might cost workers jobs and money. You see, the railroads are in such a financial mess—owing to their owners' flinching around with watered