

STRIKES AND CAUSES

Now comes extortion to stand alongside of coercion in the effort to keep in motion the auto union. This week saw production disrupted in Fisher No. One at Flint when picket lines refused admittance to the plant to any worker who had not paid his dues. The same tactic would have been practiced in Detroit at Briggs Mack Avenue had not police kept the picket lines open.

Coincident with these troubles came a wave of assorted labor disturbances—sit-downs, slow-downs, walkouts, protests without end. The mere fact that all of them came at the same time pointed to the very definite conclusion that despite their "impromptu" aspect they have all been carefully engineered by union headquarters. Why?

Reason One: There is a very pressing need for dues.

Reason Two: There is a very pressing need to revive interest in the union movement with some spectacular fireworks.

Reason Three: The union wants a checkoff.

What more logical than to go to manufacturers after a variety of disturbances and point out how much simpler would everything be—except the problem of the worker who doesn't want to join the union—if a checkoff were instituted.

The companies definitely will not stand for a checkoff, tantamount to a closed shop, and are prepared to shut down indefinitely rather than submit to it. That can be stated almost positively at this time.

It is unfortunate that this situation should arise at this time, just when the necessity for reducing wages is manifesting itself. Reduction of wages would give the union its most effective rallying post. Management has sought every conceivable means of solving the present dilemma and holding up the industry's tradition of high pay. The only way pay can be held up under today's conditions is definitely increased efficiency—something impossible under current union conditions.

Aside from this consideration, however, the entire situation as regards labor today is a deplorable one. The men, most of them, want to work. They do not want to pay for the privilege of walking to their benches and starting the day. The great majority do not want to lose an hour's pay, a day's pay, because a very faint, but very loud-mouthed, minority is content to.

The UAW should watch its step at this point. An inflamed public opinion is developing against the dues picketers. A more slowly aroused opinion is taking form inside the plant against tactics that obstruct work. A crisis is being warmed to white heat that may burn the UAW out of existence and

leave fused in its place some form of worker organization which will function for the benefit of the workers, not racketeer-like leadership.

Retail Passenger Car Sales

Thirty-One States for March, 1938-37

	Units 1938	% of Total	Units 1937	% of Total	Unit % Gain
General Motors					
Chevrolet ...	24,633	26.05	40,398	20.90	*39.03
Pontiac	5,160	5.46	10,191	5.27	*49.37
Olds	4,689	4.96	9,552	4.94	*50.91
Buick	7,575	8.01	8,885	4.60	*14.75
Cadillac	565	.60	528	.27	7.00
LaSalle	636	*.67	1,554	.80	*59.08
Total	43,258	45.75	71,108	36.78	*39.17
Chrysler Corp.					
Plymouth ...	12,330	*13.04	28,791	14.89	*57.18
Dodge	5,517	* 5.84	16,066	8.31	*65.66
DeSoto	2,433	2.57	4,765	2.46	*48.94
Chrysler	2,527	* 2.67	5,366	2.78	*52.91
Total	22,807	*24.12	54,988	28.44	*58.53
Ford					
Ford	17,961	*18.99	42,880	22.18	*58.12
Lincoln	859	.91	1,309	.68	*34.38
Total	18,820	*19.90	44,189	22.86	*57.41
Graham	303	*.32	695	.36	*56.41
Hudson-Terra.	2,202	* 2.33	5,396	2.79	*59.20
Nash	1,720	* 1.82	3,676	1.90	*53.21
Packard	2,561	* 2.71	5,289	2.74	*51.58
Studebaker ..	1,983	* 2.10	4,580	2.37	*56.71
Willys	772	.82	3,221	1.67	*76.04
Others	129	.13	173	.09	*25.44
Total	94,555	100.00	193,315	100.00	*51.09

*Loss.

New Passenger Car Registrations

Percentages of Total†

	February 1938	February 1937	Two Months 1938	Two Months 1937
Chevrolet	24.64	13.79	24.08	17.31
Ford	23.03	28.75	24.00	26.02
Plymouth	12.06	18.42	12.06	16.75
Buick	7.72	2.85	7.75	4.30
Dodge	5.55	9.70	5.46	8.64
Pontiac	5.13	4.06	5.05	5.03
Oldsmobile	4.86	3.16	4.75	4.44
Packard	2.73	3.06	2.55	2.65
Chrysler	2.63	2.75	2.66	2.52
Hudson	2.41	3.44	2.18	3.22
Studebaker	1.98	2.19	1.91	1.94
DeSoto	1.87	2.29	1.92	2.02
Nash	1.65	1.97	1.76	1.77
Cadillac-LaSalle	1.35	.67	1.33	.97
Lincoln	1.06	.79	1.14	.70
Willys .....	.88	1.55	.92	1.19
Graham .....	.30	.42	.34	.38
Others .....	.15	.14	.14	.15
Total	100.00	100.00	100.00	100.00

†Wisconsin omitted.