

At a meeting of black and Jewish religious leaders in Chicago two days before, Jackson called for the creation of 1.5 million "public service employment" jobs.

Jackson's NATO meeting was part of a coordinated set of rallies, meetings, and propaganda activities last week in an attempt to get a so-called "grass roots movement" for slave labor off the ground. With the rapid escalation of layoffs, the Rockefellers find themselves in the vulnerable position of not having a sizeable slave labor apparatus into which to funnel the newly unemployed.

Last week The Washington Post ran a full half-page article on the editorial page called "Putting People to Work," which said that Rep. Dominick Daniels (D-N.J.) will attempt to push his bill through Congress by Christmas. Daniels' bill would create up to one million such jobs.

The article appeared the same day several tiny rallies were held. Primarily organized by the agent-ridden Communist Party, the rallies were used by the CIA national news radio networks to claim that 100,000 demonstrated demanding slave labor jobs.

WILL CHRYSLER BE SHIPPED TO IRAN?

DETROIT, Mich., Nov. 17 (IPS)--Lynn Townsend, chairman of the board of the Chrysler Corporation, held a special executive staff meeting this morning to decide one of two options to delay an immediate collapse of the third largest automobile company in the United States.

Townsend announced that either all of Chrysler's production will be shut down until at least Jan. 1, forcing the layoffs of more than 110,000 workers, or a large portion of that production will be scrapped, with the remaining workforce placed on three-day work weeks. With this statement Chrysler both escalated the psychological warfare against Chrysler workers who are already begging and scraping for their jobs and heralded the shutdown that is on its way.

Later in the day, Townsend had meetings with Detroit's Mayor Coleman Young and Doug Fraser, UAW Chrysler Division Vice President, to discuss the process by which the laid-off workers will be funneled into the area's slave-labor apparatus.

As New Solidarity reported several months ago, Chrysler, the "weak sister" of the Big Three automakers, has been a "marginal producer" for the last several years, its production kept alive only by government contracts and large loans from Rockefeller banks. Over the last several weeks its credit from these sources has been drastically reduced, destroying what remained of its liquidity position.

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Chrysler's balance sheets indicate that its short-term liabilities exceed its assets by over \$200 million. On paper, Chrysler is in fact bankrupt! This does not even take into account that during the third quarter alone it lost \$8 million. It is clear that their ability to withstand the next deflationary period, which has already begun and which will intersect with an oil embargo, is in question.

All that remains is for Chrysler's ancient plant and equipment to be disassembled piece by piece, crated, and shipped to labor-intensive development zones in Brazil or Iran.

Meanwhile, Rockefeller is using the cover of the coal strike and poor sales as a cover to deindustrialize other sectors of the economy, including steel, electrical, textile, and other consumer goods. In each case the strategy is the same--choke off the credit flow from Rockefeller's banks, rationalize production while preparing to dismantle plant and equipment for shipment to development zones.

It is the policy of planned deindustrialization of the American economy and redeployment of plant and equipment to the Third World that lies behind the shutdowns of the antiquated Chrysler plants outside Detroit. This week, Chrysler closed its Newark, Delaware Assembly plant "indefinitely." Company officials have predicted the permanent closure of its huge plant in Hamtramck, Michigan and the Jefferson Ave. Assembly plant in Detroit.

Ford and General Motors are preparing for similar redeployment. Ford has let 8,250 workers go, with another 1,800 given long-term layoffs. Since Sept. 1, Ford has been idling at least one of its three small car plants each week, escalating this week to two at a time. General Motors, the world's Number One auto company, is cutting production by 20,000 cars per week.

All three auto giants--General Motors, Ford, and Chrysler--will survive for a short time on the profits from the sale of the built-up inventories.

The total auto industry stockpile of 1.7 million cars will require six to seven months to deplete.

The steel industry and its workforce are also slated for an immediate hatchet job. While the steel companies cry about coal shortages caused by the CIA-rigged coal strike, thousands of workers are being given their pink slips.

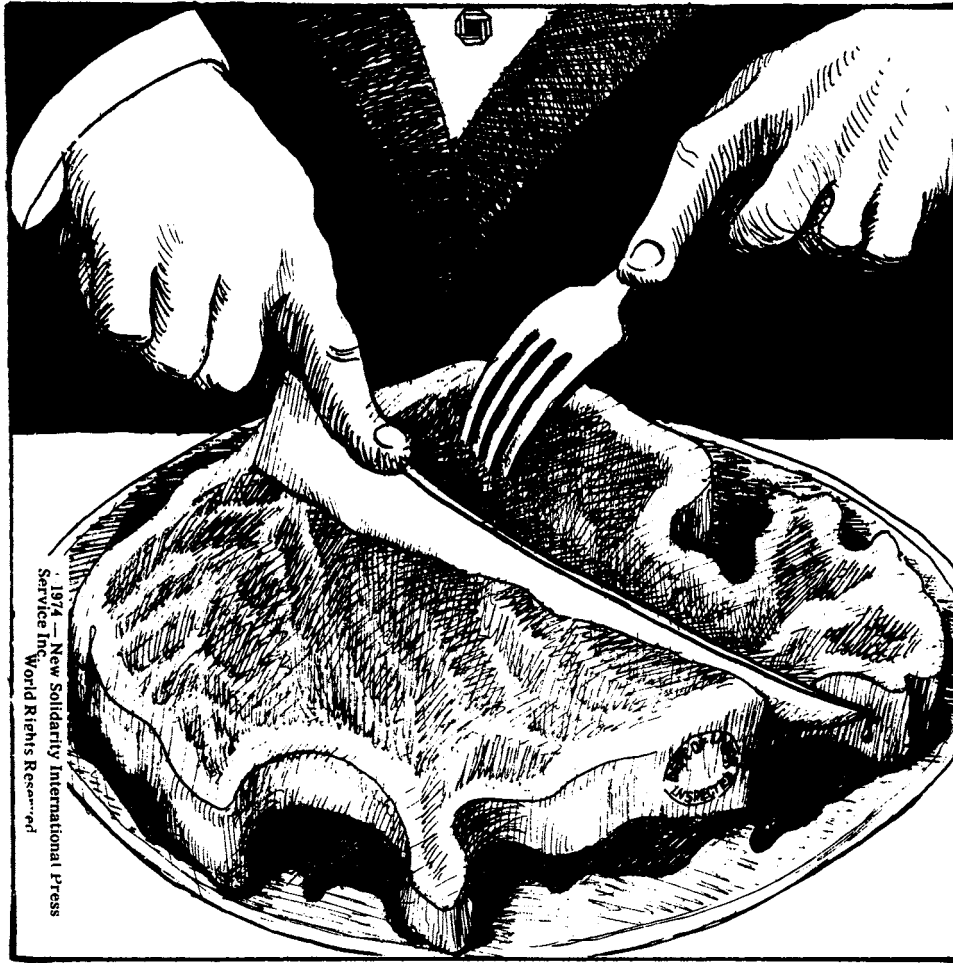
The projections for the steel industry this week are that Jones and Laughlin will lay off 13,000; U.S. Steel will lay off an additional 6,000 over the 13,700 already announced; Carteret Copper of New Jersey will cut 6,000 from the workforce. As many as 400,000 steelworkers will be out of work within three to four weeks.

The textile industry is being systematically ripped apart. In Pennsylvania last week, 45,000 garment workers were told that they will be let go. The district head of the ILGWU knows what's happening when he said, "the layoffs are not due to the coal strike or the energy crisis, but are due to the depression."

Workers Will Pay

While the companies may survive, it is certain that many of their former workers won't. The UAW's Supplemental Unemployment Benefits (SUB) Fund for Chrysler workers, totaling \$60 million, would be practically wiped out within the month. If Chrysler decides to close its operations until after Jan., according to company sources, workers will be denied holiday pay for their week-long Christmas under a contract loophole. SUB funds of GM are known to be in rotten shape, falling below the \$100 million level. Workers in other industries have nothing that compares with the UAW's benefit program. They will be forced to "survive" on miniscule employment insurance benefits and after those run out....

After a demoralizing holiday season, without work and with dwindling hope for renewed employment, Rockefeller hopes to be able easily to herd thousands of workers into slave-labor public works programs in the U.S., while relocating others to development zones both in the Rocky Mountains and the Third World.



Canadian Independence