
Materials

Workers' Party of Ireland

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South Wester

Sinn Fein

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SouthWester



WE CAN WIN!

'We can do it. Us young people want change and there's enough of us to make it happen,' says Pancho Mooney, an eighteen year old lorry helper from Ballyfermot who is one of the several thousand under 21's who will be voting for the first time on Thursday next.

Pancho and the people of his age are determined to make their votes count for change on Thursday next.

What then will make the difference? How can unemployment and the fear of unemployment be ban-

ished finally and forever? How can prices be brought within the range of the weekly housekeeping money?

SINN FEIN SCORES

The party which has really scored on this issue during the campaign is Sinn Féin. Sinn Féin's programme for economic recovery - as included in the Radio and T.V. broadcast and in the election manifesto - has earned a terrific response.

Suddenly in the final week of the campaign, the canvassing returns sh-

owed a steadily increasing preference for Tomas Mac Giolla and the decision was made to re-canvass every house not yet approached.

People are tired of the long established Coalition and Fianna Fail parties, their promises and election gimmicks. 'If all the Coalition and Fianna Fail promises are true, then why are they still promising election after election?' asked one housewife. A good question. Fianna Fail have 68 T.D.'s in the Dail. The Coalition have 72. The addition of one more to either side will not make any difference.

BALLOT VICTORY?

With over one hundred canvassers in the field every night, including numbers of former Labour Party supporters anxious to see the Labour 1969 manifesto spoken for in the Dail, Sinn Féin are now looking for a first ballot return which will place Mac Giolla above the Fine Gael candidate and in line for a preference victory.

PANCHO MOONEY



Why I'm voting Sinn Féin

"If you vote for the Labour Party you are wasting your vote," Tommy Holmes shop steward at Calor Kosangas staunch ITGWU man and ex-Labour Party supporter told the SOUTH WESTER's reporter when we spoke to him last week. He is through with the Labour Party for good and this election he is giving his vote to Sinn Féin, he said.

What made you change, we asked him?

"Well, the last General Election I saw Labour go into coalition with Fine Gael and that finished me. I decided to withdraw as an active supporter. I never did support the likes of O'Leary, Conor Cruise O'Brien, that element, but when the Party went into Coalition that was the end."

When we spoke to him he was standing outside St. Michael's Church in Inchicore giving out Sinn Féin leaflets. He lives in St. Michael's Estate nearby.

"I'm giving my vote to Sinn Féin now. They're the only Socialist party that really has something to offer to people like me. The Labour Party doesn't care about the workers anymore. They've just let themselves be used by Fine Gael and they're prepared to go on like that just to stay in Government. That's why I got so disillusioned."

He wasn't the only one who felt that way, he assured us.

"There's disillusionment among workers all over the place. When I canvass houses around this area 95% of the houses you knock at, there's two or three people out of work. If it's not the breadwinner, it's their sons or daughters but there's always somebody, idle. That's why I'm voting for Sinn Féin."

H. P. EXTORTION

Did you know that many hire purchase firms charge way beyond the odds? The legal limit is set at the very high rate of 38%. But many H.P. merchants exceed this figure in their determination to bleed people dry. Your vote for Tomas Mac Giolla can help put an end to this extortion.



Tommy Holmes

EQUAL PAY

Equal Pay for equal work is a basic human right. Sinn Féin believes that there should be one rate for any job whether the person performing it is married or single, man or woman. Differences in family circumstances are taken into account by the taxation system and by Social Welfare.

Some of the lower paid jobs, however, are all - female jobs and equal pay cannot be assessed on what the man gets for the job. We believe therefore that there should be a minimum national wage and that no person should be paid less whatever their circumstances. We do not accept Government and private employers' pleas of inability to grant equal pay. As from January 1st, 1976 it is a legal right enshrined in law. They have had more than enough notice and women should not be expected to subsidise Government incompetence.

Everyone has the right to work. This includes married women. No woman should be forced to stay in the home full-time simply because she is married and no woman should be expected to bear the full responsibility of rearing children and housekeeping. Men must take their full share of responsibility for both. To facilitate women with children who wish to work outside the home the State must provide child-minding facilities in every built-up area.

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CAR JOBS

The car assembly industry in Ireland existed on the good-will of the various international car manufacturers.

The protection to Irish car assembly is now being withdrawn and the giant car firms wish to reach the Irish market by rolling fully assembled cars off ships.

The jobs of Irish workers are at stake and even though unions representing car workers have met Mr. Keating, and made several representations to the Government on the matter, the government are content to allow the Irish car assembly industry to be destroyed.

The home market for cars is growing at present there are 160,000 registered vehicles on the streets of Dublin alone and this number is expected to grow to 500,000 in the next 20 years.

Every Irish assembled car used many items of Irish manufacture. All batteries, spark plugs, electric harness were manufactured in Ireland. Five Irish manufactured windows went into each car assembled here, also five Irish manufactured tyres. The paints, and all that went with that particular line of the trade, were manufactured in Ireland.

We should now be extending the number of car parts manufactured in Ireland. We will soon have in production the largest lead and zinc mine in the world.

We are now in the position to expect a car industry which gives more jobs not short time or the sack. We will have a larger home market and the means of manufacturing more of the required parts here in Ireland.

A healthy car industry cannot be built on the firms who until now were content to act as agents for one or another of the giant motor corporations.

The development of an engineering industry based on the full manufacturing use of our own minerals should be extended to the motor industry. Car assembly in Ireland is another area where private enterprise has failed to develop and has put workers who have given many years of service to that particular industry on the dole.

HIGH-COST MEDICINE

What do you think of the terrible costs of medicines and prescriptions? Do you know that more than 300% profit is made on each item prescribed?

Tomas Mac Giolla is pledged to demanding a full public inquiry into medicine costings followed by immediate Government action.

Advising The Citizen

Number 306 Mourne Rd. Drimnagh is festooned with banners and posters at the moment, but even when there is no election fever it is still very well known in the area. This is the centre of the Drimnagh Citizen's Advice Bureau, run by the Connolly Cumann. It has been at work for over a year now and more and more people are getting to know about it by word of mouth.

Every Sunday Dolores O'Rourke and other members of the Connolly Cumann sit in her front room and listen to the stream of problems and complaints which people bring to them. This is the quiet, undramatic work which people don't associate with politics. It involves patience and understanding, sympathy and a certain toughness when it comes to dealing with the difficult problems. Everything is treated in absolute confidence.

"Most people who come here have been with other people - mostly John O'Connell - before they come to us and we do manage to sort out a lot of their difficulties," Dolores O'Rourke explains. She reels off some of the problems they have come across....income tax, social assistance, disability benefits, house repairs, gas leaks, maternity benefits, medical cards, house transfers. The list is endless but serious or trivial they are all treated with the same attention and concern.

"Some of the problems we can settle fairly easily, just by writing a letter or two" Dolores said. "But the really big problem here is the lack of proper facilities for youth. There's great difficulty in providing th-

Get a load of...

The ore body at Navan, the biggest in Europe, belongs to all the people of Ireland under the Constitution...

But the estimated 81,000,000 tons of ore is being given away by the Government to foreign monopolies and greedy local front men e.g. Tony O'Reilly made a £2,000,000 personal tax-free profit selling shares in this mine on the Toronto Stock Exchange.

Publicly owned and operated by the State the Navan mine alone is worth a minimum £70,000,000 per annum for thirty years. With the addition of an E.S.B.-built smelter thousands of jobs in mining, smelting and spin-off industries are assured. That is the Sinn Fein plan.

But the Government is allowing the ore to be exported in a raw state and with it goes 95% of its job-creation potential...

The profits of the State-run mining industry can also pay Health and Education Bills. That is why Sinn Fein want public control and operation of the mines.

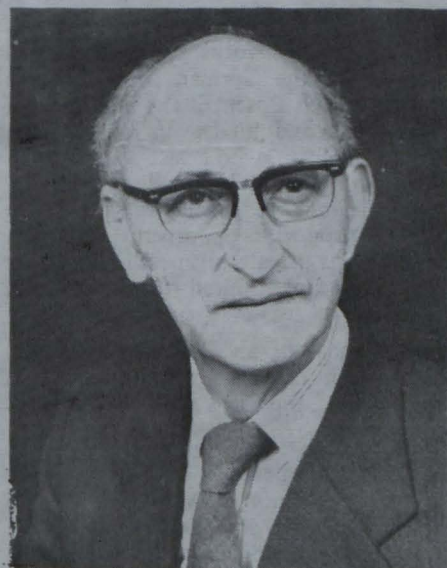
Both Coalition and Fianna Fail agree in giving away this enormous public wealth to foreign monopolies. We say it is because of their get-rich-quick business supporters. What do they say? Ask them.

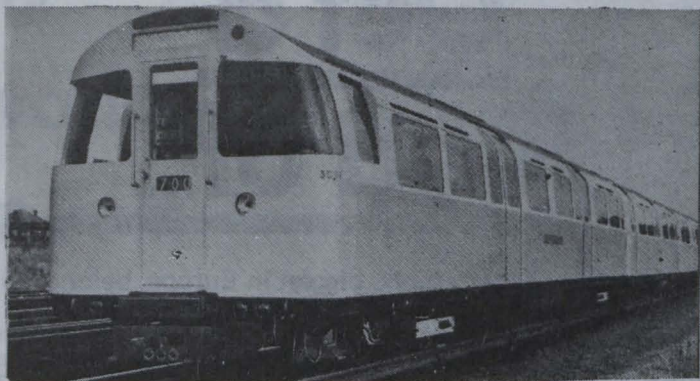
VOTE

Mac Giolla 1

ings for them. The John Bosco Youth Club does try - they hold dances, but it is not enough and then the kids get into trouble." To illustrate what she meant she told us about a problem which the CAB handled recently where some children were caught robbing beer from a local factory.

"Two of the children were really nice boys. We went down to see their mother and she was doing her very best for them but they just had nowhere to go."





RAPID RAIL

The population of Dublin will number one million within the next few years. Every citizen of our capital city has a right to expect, a job, a comfortable place in which to live, a pleasant neighbourhood.

Since this state was established there has been an ever increasing tendency to push both factories and the people who work for a wage or salary to the outer boundaries of the city - to the more uninteresting outer boundaries.

Sinn Fein believes that the quality of life in our Capital City can be much improved. One measure directed towards improving the quality of life in Dublin is the providing of a transport system which would take the stress out of rush hour travel.

It is quite obvious that this cannot be done by putting more buses on existing roads nor by constructing motorways which would enable cars and heavy lorries to dash at high speeds through areas like Ballyfermot.

An electric Rapid Rail system would have many advantages over a motorway system. It would be much cheaper to operate. It runs at greater speed than a bus service. Most of the track for such a system already exists. The railway works at Inchicore, which now employs over 1,000 workers, could build the coaches for such a system.

The railway works at Inchicore will be sold to the German firm of Linka Hoffman and Bosch, if the chairman of CIE, Liam St. John Devlin has his way. This gentleman, who is also a director of Allied Irish Banks, has made many statements against state companies. He is in fact a supporter of private enterprise because his private business interests are by no means limited to Allied Irish Banks.

The cost of an electric Rapid Rail system for Dublin was estimated in a consultants' report as £114 millions.

A Rail system would obviously need to be constructed by CIE, a state company. A motorway system would, no doubt, provide rich pickings for private contractors who have been in

the business of Jerry-building houses and drawing heavily on State funds in the process.

Mr. Tully, the minister for local government has no intention of doing anything at all about public transport in Dublin. He has said nothing is likely to happen in this century - until many of us are long dead.

Dublin is a city which will have a natural growth in population. The city now has 172,000 under 14 years and 50,000 between 14 and 18 years.

We already have 160,000 registered vehicles on the streets of Dublin and it is estimated that in the next 20 years this number will rise to 500,000.

Only a few miles of the proposed Dublin electric Rapid Rail system would need to go underground. The line from Bray would go underground at Sandymount. The line from Dundrum would go underground at Harcourt Street. The line from Tallaght, Ballyfermot, Lucan and Clondalkin would go underground at Heuston. The Swords-Santry line would go underground at Phibsborough and the Howth-Raheny line would go underground at Connolly.

All lines would cross at a single central station near O'Connell Street. In local areas a bus service could link with the Rapid Rail system.

AN ELECTRIC RAPID RAIL SYSTEM FOR DUBLIN

1. Dublin needs electric rail system.
2. Such a system would need to be constructed by CIE, a state Company.
3. The coaches for such a system should be built in the CIE rail works at Inchicore. This might then save the Inchicore Rail works from suffering the same fate as the bus assembly works, also in Inchicore, which was sold to the private firm Van Hool/McArdle in 1972.

Van Hools are a Belgium coach building firm..

Needed - Drimnagh Youth Policy

Youth facilities in the Drimnagh area are like facilities in other areas in Dublin - virtually non-existent.

True, as Philip Moran points out, there is the St. John Bosco Club in Drimnagh an excellent Club - but too small to cater by itself for all the youth in the area.

Many young people spend their nights roaming around the streets or standing at street corners. Adults who grew up in the same fashion tend to accept the situation as inevitable. But, like everything else, there is a reason for it. Drimnagh was built at a time when the provision of sports and recreational facilities were as realistic as putting a man on the moon.

Now, however, the issue is the allocation of funds available for this purpose. Drimnagh is neglected because there is little or no demand being made for these facilities. Think of how valuable a good gymnasium in the area would be - with boxing, basketball, and other facilities - plus a resident coach.

What is needed.

1. More Youth Clubs with more State involvement, and better financing of facilities.
2. Economic planning to ensure secure employment for young people.
3. Public ownership of industry to provide more jobs.
4. Information services to inform young people of their rights and entitlements in the fields of law and health.
5. Brickfield Park, off Mourne Road, and Galtymore Park, off Galtymore Road, could be used to provide gymnasiums for use by the youth of the area.

MacGiolla

SINN FEIN

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