



the yankee radical

Institute for
Democratic
Socialism

(617) 354-5078 <http://dsaboston.org/> August 2001

DSA Summer Conference

Debates, Endorsements, Party

Saturday, August 18

Special Guests:

Byron Rushing, Eugene Rivers,
Norm Faramelli

Conference: 1-5 pm, First Baptist
Church, 5 Magazine St. (Central
Square), Cambridge

Cookout: 5:30 pm, 41 Magnolia
Ave., Cambridge (off Line St. in
back of Cambridge City Hospital)

This year's Summer members meeting will discuss the future of Democratic Socialists of America, both nationally and locally, decide whether to endorse various candidates and referenda, and debate the "faith-based initiative" proposals of President Bush. Afterwards we'll have a barbecue party in the Cambridge backyard of Executive Board member Allen Graubard.

Boston DSA Chair Jack Clark will begin the afternoon by leading a discussion of "Future Search," a recent planning conference convened by National DSA to assess the organization and develop a common agenda for future action. We will also elect delegates to the November 8-11 DSA National Convention in Philadelphia.

Of course Boston DSA has some priorities of our own. Among local projects under consideration are more systematic involvement in the Working Family Agenda - Neighbor to Neighbor legislative campaign, revival of the public policy discussion group or other study and discussion groups, and possibly a Boston Socialist Scholars Conference. Hopefully discussion participants will have more ideas for future local activities.

The Boston DSA Exec Board is recommending that members vote to endorse incumbent Alderman-at-large Denise Provost in Somerville, and Felix Arroyo for an at-large City Council seat in Boston. (The Exec Board may have made additional recommendations by the time of the members meeting.) Also requesting support will be organizers of Boston and Cambridge referenda campaigns for local implementation of the Community Preservation Act, backed by numerous affordable housing groups and the Conservation Law Foundation. Campaign endorsements are by 2/3 of those DSA members present. (Non-members can't vote but are welcome to attend.)

The conference will end with a discussion (debate?) of the "faith-based initiative" proposal of President Bush. Although the legislative details are not yet on the table, the idea of using local religious groups to implement social welfare programs formerly run by the state has already split some sections of

the left with former allies among black churches.

Shedding light on all this will be our three speakers. State Representative Byron Rushing, a civil rights activist of the 1960s, is now involved in struggles from East Boston (opposing Logan Airport expansion) to Haiti (exposing U.S. "structural adjustment" policies). Rev. Eugene Rivers, founder of the Ten Point Coalition and the Ella Baker House in Dorchester, is widely respected for his anti-violence work with inner-city youth. As is Norm Faramelli, an editor of *Religious Socialism*, who has a lifetime of involvement in anti-poverty work of both the religious and secular variety.

And what better way to cap off an afternoon of political-theological disputes than a barbecue cookout, this one conveniently located in back of Cambridge City Hospital, in case some of Allen's novel recipes don't quite work out.

9th CD Forum

Thursday, Aug. 30

7-9 PM

First Unitarian-Universalist
Church,
6 Eliot St., Jamaica Plain

Boston DSA is joining with CP-PAX, United for a Fair Economy, Women's Action for New Directions and several other groups to sponsor a candidate forum for the 9th Congressional District race titled "Carrying on Congressman Moakley's Legacy."

The forum will focus on the candidates' views of several foreign policy-human rights issues, including military aid to Colombia, the Free Trade Area of the Americas Agreement, National Missile Defense and the Cuban Embargo.

Sponsoring organizations are in opposition to the Bush Administration's support for all four policies, but as a group will endorse no one. After invited experts have interrogated the candidates, the audience will have a chance to ask questions of their own.

2 Short Takes

By Mike Pattberg

Footloose Local Moves Again

Beset by the same escalating housing costs as other Bostonians, DSA has packed up and moved for the second time in a year, this time into a post office box in South Station, where we hope to settle down for good. Our new address is P.O.B. 1356, Boston, MA 02205. Thanks to Wells Wilkenson and the folks at Mobilization for Survival for collecting the mail at our past address.

Succeeding Joe Moakley

With the 9th C.D. special primary election called for Sept. 11, the issue positions of some of the candidates appear to be evolving, as they say, from long-held previous views. King of the flip-floppers would have to be Sen. Brian Joyce (781-821-0321), although he seems to be flopping in a generally positive direction, abandoning former allies like Citizens for Limited Taxation (he used to support a rollback of state taxes) and anti-abortion groups. Sen. Cheryl Jacques (781-449-9072), a strong proponent of gun control, has help from Emily's List, the national fundraising group which supports pro-choice Democratic women. Sen. Marc Pacheco (508-880-6272) is best known for thwarting Weld-Cellucci attempts to outsource and privatize state government. He has the best environmental record of the four candidates who have one as state senators. On the other hand, he would have voted for NAFTA, "just like Senators Kennedy and Kerry." Former ironworker Sen. Stephen Lynch (617-464-0707) has some labor support, and on certain issues has collaborated with progressives in the legislature. He is also the only anti-abortion candidate. Some progressives suspect that if they knew what his position was on other national or world issues, it wouldn't be theirs.

The candidate whose positions and concerns seem to be closest to DSA's is John Taylor (617-327-7100). Son of a Teamster organizer, he grew up in Roxbury-South Boston public housing and is President of the National Community Reinvestment Coalition, work-

ing on issues like community economic development and affordable housing. Endorsed by Jesse Jackson, he is not given much chance by the polls and pundits, and is having trouble crashing the candidate debates.

As state senators, four of the candidates have actual voting records. The data below were compiled from the state AFL-CIO, the Audubon Society and the press.

Transit, Trains and Bikes

One hypothetical response to controversies like the expansion of Logan Airport into its East Boston neighborhood could be improved Amtrak service. "Hypothetical" because Amtrak, which recently laid off thousands of middle managers, has been weakened by Republican-sponsored legislation requiring it to be off Federal subsidies by 2003. Hardline Amtrak opponents led by Senator John McCain would like to kill it altogether.

So the High Speed Rail Investment Act has come just in time. With 128 original Congressional sponsors, H.R. 2329 would authorize the sale of \$12 billion in bonds for improving high speed rail, including up to \$3 billion for the Northeast Corridor. According to the National Association of Railroad Passengers, a Washington pro-transit lobby group (202-408-8362; www.narprail.org), as of July 26 all of the Massachusetts delegation had signed on as co-sponsors except for John Tierney, John Olver and Richard Neal.

Locally, State Senator Steve Tolman (D-Brighton), Boston City Concilor

Mike Ross and Local 589 of the Car-men's Union have long urged the MBTA to stay open 24 hours, or at least extend its closing time (now 12:50 am). The MBTA pleads lack of funds, and since its budgeting is now saddled with the same anti-transit self-financing ideology that afflicts Amtrak, this could be true. But as a "compromise" one-year experiment, the MBTA will allow buses (not trains) to run along train routes until 2:30 am, but only on weekend nights. Which seems to give partyers priority over nightshift workers.

Thursday, Sept. 20 is the annual International Car-Free Day (which you knew, right?). First organized by Car-Busters in the Czech Republic (www.carbusters.ecn.cz), and more observed in Europe than around here, the local organizers of ICFD hope to promote alternatives to auto domination and have some fun besides. Call Bikes not Bombs 617-442-0004 or Suzanne Hunt of the Broadway Bicycle School, 617-686-3392.

Staples Campaign

The Boston Global Action Network (a coalition which includes Boston DSA) has a campaign going against Staples, the largest office supply superstore chain in the world. To curb forest destruction caused by the paper industry, BGAN is asking Staples to stop selling paper logged from old-growth forests, to phase out paper made from 100% virgin wood fiber, and to phase in more recycled content in their paper products. Staples says no. For more info, or to get involved leafletting stores etc., call 617-776-2238.

Lifetime Voting Records (House and Senate)

	Labor	Environment	Pro-choice?
Sen. Jacques	86%	85%	Y
Sen. Joyce	90%	72%	Y
Sen. Lynch	92%	89%	N
Sen. Pacheco	93%	96%	Y

Stray Thoughts on Debs and NAFTA

By Jack Clark

In the weeks leading up to the execution of Timothy McVeigh, city officials and civic boosters in Terre Haute Indiana worried openly that serving as the execution site would be their city's legacy.

Terre Haute has a more long-standing place in American history, which for its civic boosters and for too many Americans may be fading from memory. Eugene V. Debs hailed from Terre Haute. He grew with the small midwestern city and earned his livelihood on the railroads that brought the town into a modern, industrial age. Always interested in politics, Debs served a couple of terms in the state legislature as a Democrat representing Terre Haute. Debs always made his home in Terre Haute, but the railroads carried him to larger places both literally and figuratively.

After serving as an official of the Brotherhood of Locomotive Firemen, Debs grew impatient with the limits of craft unionism and helped found the American Railway Union (ARU), an industrial union bringing together all railroad workers. Debs and his brothers in the ARU reasoned that the power of all railroad workers together would give the union a better chance against the enormous financial power of the railroad barons. Workers did rally to the ARU, and in 1894 Debs led a nationwide action for workers slightly outside his industry. George Pullman had created a company town in Illinois to build the sleeping cars that bore his name. Workers in the Pullman plant joined the ARU and went on strike against Pullman. American Railway Union members refused to handle Pullman cars, and the railroads came to a halt. Chicago was the center of the Pullman boycott. George Pullman and the railroad financiers petitioned Governor Altgeld to call out the National Guard to break the strike. A Democrat-Populist, Altgeld backed the workers and refused to intervene.

But President Grover Cleveland, a pro-business Democrat, eventually declared a state of emergency to call out strike-

breaking federal troops. While in prison for leading the strike, Debs read material brought to him by Victor Berger, the leader of the Milwaukee socialists. Debs emerged from prison, returned to Terre Haute and became the leader of an emerging socialist movement. In 1900, 1904, 1908 and 1912, Debs ran as the Socialist Party candidate for President, campaigning on a railroad car he called the Red Special. In his 1920 campaign, his final run for the Presidency as Socialist standard bearer, Debs was back in federal prison, in Atlanta, serving time for his role in opposing U.S. entry into World War I.

Pardoned by President Harding in 1921, Debs returned to Terre Haute and continued his political work. He supported the Socialist effort to create a broader party of labor and reformers in 1924 by supporting Wisconsin Fighting Bob LaFollette and the Progressives. A socialist and trade union militant to the end, Debs died in 1926 in his hometown.

Nick Salvatore wrote a superb biography of Debs in the 1980s. Salvatore suggests that the emerging capitalist industrial order stripped away an older American and republican sense of equality and dignity. In the conflict between that older republican sense of "manhood" and the new order that reduced workers to hands, Salvatore finds the source of working class radicalism for Debs and his contemporaries.

An historical society in Terre Haute maintains the Debs home. I visited it many years ago on a cross country car trip with comrades. Maintaining the Debsian legacy poses a larger challenge. If we can reclaim some of that sense of outrage, combined with the belief that our struggle can lead to a better world, the hatefulness of Tim McVeigh will fade as the hope represented by Gene Debs rises.

The Congressional Quarterly publishes a monthly magazine called *Governing*. A well-researched and well-written specialty publication aimed at state and local officials, *Governing* doesn't qualify as part of any left-wing media conspiracy. That makes its cov-

erage of state governments and international trade in the June 2001 issue all the more remarkable.

Metalclad, a U.S. company, was denied permission to dump toxic material in a small town in Mexico. Metalclad appealed the local permit decision under the North American Free Trade Agreement on the basis that its business was being expropriated by the local ban. A NAFTA arbitration panel agreed and ordered the Mexican government to pay \$16.7 million in restitution to Metalclad.

A Canadian company, Methanex, is suing California over the state's decision to phase out MBTE in gasoline. California health officials say that MBTE is carcinogenic and that it's contaminating ground water. Methanex says that the Golden State is expropriating their profits and is asking a NAFTA panel to order the U.S. to pay \$970 million in restitution. "People want to be seen as wanting to lower trade barriers," says Heidi Heitkamp, the former North Dakota Attorney General who served on the NAFTA Intergovernmental Advisory Committee. "There's nothing wrong with that, except in those areas where it compromises health and safety standards and a state's ability to protect its citizens." Commenting on the World Trade Organization's proposed General Agreement on Trade and Services, Heitkamp warns, "States and their citizens need to at least engage in that debate. What are your citizens willing to give up in the interest of lowering trade barriers?" *Governing* goes on to note that "Under the new rules, for example, it's not out of the question that states might lose control over licensing in a host of professional sectors, from the practice of law to the practice of medicine."

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City Council Smacks Sweatshops

By Enid Eckstein

On Wednesday, July 18, the Boston City Council moved one step closer toward adoption of an anti-sweatshop ordinance. The Council heard testimony from UNITE and other unions, anti-sweatshop activists, and faith-based supporters, who called upon the City to take action. Final passage is expected in August.

The ordinance follows several years of action. Activists have targeted companies such as Guess, Gap and Nike. The Workmen's Circle's Shule (Jewish Sunday school) joined with UNITE and held an annual Christmas season children's picket line at local stores. During last summer's Democratic Convention Mayor Menino announced support for an anti-sweatshop effort in Boston. In April, the Mayor asked the Boston City Council to join in an existing state statute that would require city apparel contractors to pay their employees a prevailing wage and disclose the sites of production.

Boston City Councilors Maureen Feeney, James Kelly, Francis "Mickey" Roache and Michael Ross have lead the City Council effort. The 13 City Councilors unanimously called for the July 18 hearing to discuss the matter.

Among those heard from were three children from the Workmen's Circle — Alex Pryse, Marlie Wilson and Kayla Monks — who wrote their own testimony. Kayla Monks testified "We should not have to use our tax money to buy uniforms made in poor working conditions. The City can make a difference and help abolish sweatshops if they tell companies they will not buy their products." DSAer Bob Ross of Clark University presented testimony based on his research and investigations of international sweatshops. Also testifying was Ben McKean, a senior at Harvard and a veteran of the Harvard living wage campaign.

When enacted, the ordinance will mean that no tax dollars would be used to buy products from poverty wage producers. In addition all suppliers of apparel to the City would need to disclose

the locations of their factories, including subcontractors, and if requested wage and hour records from those factories. Currently there is no City disclosure requirement. These provisions would enable union and community activists to monitor and enforce the process.

The Boston ordinance will not be the first such win for UNITE. Just a few months ago UNITE won a major victory with the New York City Council, which ultimately passed an ordinance banning the city from buying uniforms and other apparel from sweatshop manufacturers. Fall River, Massachusetts and Bangor Maine have passed similar laws. Now Boston, too, will soon have a procurement policy that is sweat free.

Enid Eckstein works for the national AFL-CIO. A somewhat similar statehouse bill (H-928, S-1621) sponsored by Rep. Jay Kaufman and Sen. Diane Wilkerson is currently lodged in the Senate Committee on Ways and Means, chaired by Sen. Mark Montigny.

Still Waiting ... A Struggle for Transit Justice

By John Kyper

On the day after Memorial Day, members and supporters of the Washington Street Corridor Coalition (WSCC) held a press conference across the street from the MBTA's Dudley Station in Roxbury to announce the filing of an administrative complaint with the Federal Transit Administration. This complaint charges that the Massachusetts Bay Transportation Authority has systematically discriminated against the minority residents along Washington Street by failing to provide the promised light rail replacement service for the old Orange Line Elevated transit that ran above the street until 1987.

The issue of Washington Street replacement is perhaps the MBTA's oldest piece of unfinished business. In 1972, after mass protests, the Boston Transportation Planning Review

scrapped the proposed Southwest Expressway through Roxbury and Jamaica Plain, and directed the moving of the Orange Line into the land that had been cleared for it. To provide service to the communities along the route of the Elevated, a light rail line would connect Dudley Square to the Green Line at Boylston Station, eventually extending to Mattapan Square, serving an area the Review termed "the most transit-dependent corridor in the region." The BTPR was adamant: "To avoid degrading transit service in that corridor, new service should be available before the existing service is terminated. When the Washington Street Elevated is removed, there must be improved transit service in operation, at least between downtown and Dudley Station."

Despite this commitment and a 1974 Memorandum of Understanding with

the Chinatown, South End and Roxbury communities that the replacement service would be "equal to or better than" what was to be removed, the Elevated was demolished 14 years ago — without the promised new service. Ever since, the MBTA has left us with the slow and overcrowded "temporary" #49 bus, while it attempts to justify placing one inadequate bus option after another which, for all their bells and whistles, would comprise only a marginal improvement over an intolerable level of service. Calling it the "Silver Line" to imply that the route is somehow a new mode of transit cannot disguise the fact that it will still be a bus, one that will continue to get stuck in traffic.

The Washington Street Corridor Coalition, comprising two dozen churches, neighborhood groups and

continued on page 5

Delusional Fantasies dot.com

One Market Under God: Extreme Capitalism, Market Populism, and the End of Economic Democracy. By Thomas Frank. Doubleday, 414 pages, \$26.00

Reviewed by Tom Gallagher

“It is the entrepreneurs who know the rules of the world and the laws of God.” Could you imagine reading dozens of books filled with stuff just as loopy as this pronouncement from George Gilder, the country’s leading economic cheerleader? Well Thomas Frank has done that, and if you read *One Market Under God*, you’ll be both glad that he did, and mighty appreciative that it was he rather than you who plowed through such gems of contemporary

management theory as *God Wants You To Be Rich*, *Greed Is Good*, *Orbiting the Giant Hairball*, and *Who Moved My Cheese?*

Frank, an editor of *The Baffler*, a magazine of cultural criticism, takes a lot of people seriously who don’t deserve to be, not because of the intellectual content of their work, but because of their undeniable impact upon American culture at large and upon at least a few people who are taken very seriously, like Paul Krugman and Thomas Friedman, the *New York Times*’ twin towers of ideological probity.

From his lofty heights as the globalization beat reporter on the paper of record in the indispensable nation,

Friedman describes a “whole world (turned) into a parliamentary system,” where people “vote every hour, every day through their mutual funds, their pension funds, their brokers, and more and more, from their own basements via the internet.” And not only does this “market democracy’s” substitution of a “one dollar — one vote” standard for the tradition of “one person — one vote” not trouble Friedman, but he predicts that it won’t bother too many others either: “I don’t think there will be an alternative ideology this time around.”

Karl Marx once said that if he had seen farther than others, it was only due *continued on page 6*

Transit Justice – Cont’d from page 4

community organizations, including the Rainbow Coalition, formed in 1986 when it became clear that the Orange Line would be moved without the promised replacement service. In the decade and a half since, it has continued to demand adequate public transportation for this under-served swath of the city. It has repeatedly highlighted the contradictions of the state’s automobile-oriented transportation policy, in which public transportation is a “poor cousin” of the highway lobby. Moreover, the state spares no expense to extend commuter rail yet farther into the suburbs (whether or not it makes economic sense, or is even wanted by the communities affected), but balks at providing adequate transit for the inner city, claiming that it would cost too much money.

The convoluted history of the MBTA’s proposals for Washington Street since 1987 is filled with false starts and broken promises. The MBTA now urges an “alternative fuel bus,” which turns out to mean compressed natural gas (CNG) — a fuel too hazardous to allow it to run through a tunnel. Another complication is that the “transit reservation” planned for Washington Street will be practically indistinguishable from the rest of the street, leading to its

annexation as traffic lanes. But even if the new transit vehicles were whisked through Roxbury and the South End, any service will become caught in Chinatown congestion as long as it remains above ground — just as it does today. This problem highlights the necessity of bringing the replacement service into the subway, as was first proposed 29 years ago. But completion of this vital link recedes into the yet more distant future: first 2005, then 2008 and now 2010. The Coalition wonders if the underground connection will ever be built.

Several years ago the Authority proposed linking Washington Street service with the South Boston Waterfront bus “Transitway,” currently under construction between South Station and the World Trade Center, dubbing it the “Silver Line.” But this anomalous shotgun marriage will serve neither community well, as it makes no transportation sense in terms of trip origins and destinations. People from Roxbury and Dorchester want to get to downtown and the rest of the subway system; far more people boarding at the new Convention Center will want to go to the Back Bay hotels and tourist attractions than to the southern part of the city. Neither will want to be funneled into a lengthy, time-consuming detour around the southern

edge of downtown, forced to make an awkward transfer to get anywhere else.

The MBTA has shown a persistent obsession with finding the latest technical fix, practical or not. (Addicted as it is to the spigot of federal aid, “bus rapid transit” appears to be its fad of the moment.) Too, its cavalier attitude towards the needs of the inner city — its “captive audience” who depend on its service every day — threatens to transform Washington Street into an urban blastway carrying yet more suburban traffic en route to downtown, to the detriment of those of us who live, work or visit in the neighborhood. The T appears to be imprisoned in a 1950s mindset that views the streetcar solely as an obstacle to the pumping of yet more automotive traffic into our city. God help those of us who live here and just want to cross the street!

If our latest efforts to compel the MBTA to honor its original commitment to light rail on Washington Street do not succeed, the next step may be to file a lawsuit under the 1964 Civil Rights Act.

John Kyper is active with the Washington Street Corridor Coalition (617-445-1999)

Delusional Fantasies – Cont'd from page 5

to the fact that he stood on the shoulders of giants. As *One Market Under God* shows, Friedman's work does not emerge from a vacuum either. But Friedman stands on the shoulders of midgets.

Certainly the "new economy" has worked its share of wonders. Priceline.com hired William Shatner to tell the world that it was going to be "big, really big," and the next thing we knew the total stock value of this company that sold discount airline tickets was twice that of United Airlines, which owned real airplanes. And the fact that no new value had been created in the process mattered not a whit to the folks who knew that the money you got from cashing out your inflated Priceline.com stock was real enough.

This ability to "create ... wealth by acclamation" has created both its own public boosterism — since "badmouthing the market ... could very well bring on crash, disaster, war," — as well as business theories Frank finds "so elementary they could have been lifted

from the back of cereal boxes," and some really weird ones as well.

Day-trading becomes "Zen-like." "Destruction is cool," therefore corporations should have Chief Destructive Officers. The cover of *Fortune* tells you to "Cannibalize Yourself." Motivational speakers advise that "History is for cowards and losers." Account Planners derive insight into the meaning of brand names from the study of evolutionary psychology. Tom Peters, of *In Search of Excellence* fame, finds the New Economy so profoundly different that "Now ... the people who lift 'things' ... are the new parasites living off the carpal-tunnel syndrome of the computer programmers' perpetually strained keyboard hands."

Although much of this book is a hoot, Frank continually reminds us that a lot of people apparently in the thrall of some silly "new economic age" thinking are actually making decisions that affect the rest of us, even attempting to replace such elements of economic democracy as we actually have — in

the form of unions and government programs like Social Security — with the "magic" of the market.

Of course, exigencies carried over from the old economy — like food and shelter — have a way of intruding upon the fantasies of the "New Economy."

So we read that the workers of etown, an internet company providing information on consumer electronics, have recently petitioned for a union representation election — the first such vote ever to be held in a dot-com company — because, no matter how much the internet may have enriched their lives, they find it difficult to live in San Francisco on their current wages of \$420 to \$640 per week. Win or lose, this won't be the last union drive, because as Frank says, ideology can never overcome "the resilient language of democracy."

Former Boston DSA Chair and Allston-Brighton State Rep Tom Gallagher picks up occasional work as a monitor of UN-supervised elections in Bosnia, Kosovo, and East Timor.



The Working Family Agenda

ACTION ALERT — Budget Conference Committee

As the YR goes to press, leadership of the Senate and House are meeting in the Conference Committee to work out differences between the House and Senate budgets and come up with a final FY 2002 State Budget.

Thanks to our amendment campaign in the House, **we kept the House from gutting the Affordable Housing Trust Fund and the Senior Pharmacy program.** Thanks to your hard work, **the Senate Budget included better funding for housing, education, and senior pharmacy than the House, as well as important changes to the welfare program.** The House and Senate have both included funding for important after-school programs, both of which we want in the final budget.

We need to make sure the final budget includes our priorities!

For more information visit the Boston DSA Web site (<http://dsaboston.org/>). Then call your State Representative and Senator RIGHT AWAY at 617-722-2000 or toll free at 800-291-9969.

AFTER YOU MAKE YOUR CALLS, PLEASE CALL US @ Democratic Socialists of America, 617-354-5078.

We're keeping a tally to see how many calls each legislator gets!

DSA Awards Night

Last June 12th Boston DSA's 24th annual Debs-Thomas-Bernstein awards were given to UNITE Vice President Ed Clark and international women's rights and global justice advocate Dessima Williams; receiving the Michael Harrington Lifetime Achievement Award was John Maher, retiring Director of Neighbor to Neighbor. Their acceptance speeches touched on the personal as much as the political.

Ed Clark looked back with some humor on his experiences in the socialist youth movement of the early 1960s, when as president of the Student Peace Union he worked with Norman Thomas. Eventually Julius Bernstein helped get Ed his first organizing job in Boston with the International Ladies Garment Workers Union, telling him, "You're a Socialist — don't embarrass us!"

John Maher remembered how as a young radical from Texas he first came to Boston in 1962 to work for the H. Stuart Hughes campaign for U.S. Senate (against Ted Kennedy!), receiving unexpected help and friendship from trade unionists like Arnold Dubin and Nick Roussos. He explained how socialist insights can help com-

bat current right-wing anti-tax sentiments by distinguishing between the regressive payroll tax, which few politicians wish to cut but should be, and taxes on the rich which could be used to benefit the many, thus returning some "surplus value" to those who created it.

Dessima Williams recounted how as a young graduate student in the U.S. in 1979 she suddenly found herself appointed UN Ambassador from Grenada's new revolutionary government. Reflecting on her survival of the 1983 military coup and subsequent U.S. invasion, Dessima affirmed her conviction gained from experience that "Socialism without democracy cannot survive, but ultimately, neither can democracy without socialism."

Thanks to all who helped make this event a success, including Kathy Casavant of the AFL-CIO, Harris Gruman of Boston DSA, and civic activist Eleanor LeCain for their eloquent introductions of the awardees; Marcia Peters and David Karaus, who lent us their beautiful Jamaica Plain late Victorian house (sorry about the chandelier); Julie Johnson, our favorite M.C. for all occasions; and Congressman Jim McGovern, who again sent his greetings.

Awardees Ed Clark, Dessima Williams and John Maher.

2001 Debs-Thomas-Bernstein Awards

June 12, 2001

Honorees: Ed Clark, Dessima Williams and John Maher

Benefactors

David Knuttunen
Neighbor to Neighbor
Abby Rockefeller & Lee Halprin

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Elaine Pinches
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Mary Rossborough
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David Sullivan
Rand Wilson

***Julie Johnson, of the Mass. Teachers Association,
introducing Boston DSA Chair Jack Clark.***

***Ed Clark reminiscing on his days in the Young
People's Socialist League (Gail Paradise Tendency)
before a rapt audience.***



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INSIDE

DSA Summer Conference *page 1*

9th CD Forum *page 1*

Short Takes *page 2*

Debs and NAFTA *page 3*

Council Smacks Sweatshops *page 4*

Transit Injustice *page 4*

Delusional Fantasies dot.com *page 5*

WFA Action Alert *page 6*

DSA Awards Night *page 7*
