

ON THE HOME FRONT

Workers, Peasants and Soldiers Commenting On Newspapers

A MEETING was held recently at *Renmin Ribao* in Peking to comment on newspapers by representatives of worker-peasant-soldier commentary groups from various fronts. At the meeting, they comprehensively discussed the line and orientation in running newspapers and the style of writing.

Renmin Ribao and some provincial and municipal newspapers have their own worker-peasant-soldier commentary groups. Born in the Great Cultural Revolution, these groups have grown in the storms of class struggle and have become the main force in the revolution on the journalistic front.

Workers, peasants and soldiers commenting on newspapers is an embodiment of Chairman Mao's teaching that "with our newspapers, too, we must rely on everybody, on the masses of the people, on the whole Party to run them, not merely on a few persons working behind closed doors." It is a socialist new thing on the journalistic front.

Tu Chin-tung, a worker from the Peking Motor Vehicle Plant, said at the meeting: "Had it not been for the Great Cultural Revolution, such a meeting would be out of the question and we would have remained completely barred from the journalists' office." Chen Wen-chuan of the Tungfeng Bazaar said: "Although the *Renmin Ribao* editorial department and our bazaar are on the same street, we were separated by the revisionist line in journalism before the Great Cultural Revolution. It is Chairman Mao's proletarian revolutionary line that has enabled us today to run this newspaper together with the editors."

Wang Chi-ming, a veteran worker in a non-staple food store in Peking said: "I once worked as a newsboy in the old society, but I never had enough food and clothing. Newspapers are an instrument of dictatorship exercised by the class in power. Before liberation, they served the reactionary ruling classes. Prior

to the Great Cultural Revolution, owing to the interference and sabotage of the revisionist line pushed by Liu Shao-chi and Teng Hsiao-ping, the workers, peasants and soldiers had no right whatsoever to comment on newspapers."

The workers, peasants and soldiers are most capable of distinguishing the correct from the incorrect line and orientation in running newspapers. They know best whether or not the newspapers are firmly carrying out Chairman Mao's revolutionary line, and they give their opinions and comments as to whether the newspapers represent the interests of the proletariat and whether they are resolute in the struggle against the bourgeoisie.

At the end of March this year, *Renmin Ribao* carried a notice inviting readers to write articles for its special column entitled "The Great Cultural Revolution Is Fine." This was praised in a letter written by the newspaper commentary group in Wulachu Production Brigade of the Taiyangkung People's Commune in Peking.

After attending the discussion by representatives of worker-peasant-soldier newspaper commentary groups, a comrade who has been doing newspaper work for 17 years said: "The workers, peasants and soldiers always take class struggle as the key link when commenting on newspapers. Who knows best how to run newspapers? The answer is: Workers, peasants and soldiers."

The representatives also commented on the style of writing in newspapers. The consensus was that short, accurate and vivid articles with a clear-cut class stand were what the masses liked.

Comments on newspapers by the workers, peasants and soldiers are like fresh air blowing into the editorial departments. Their opinions are printed as reference material for the editors or taken immediately to the editorial meetings for discussion so as to improve the quality of the newspapers.

Using Marxism-Leninism-Mao Tsetung Thought to guide their work,

the worker-peasant-soldier commentary groups have become an important factor in running the newspapers well.

Speeding Up Farm Mechanization

SINCE the start of the Great Proletarian Cultural Revolution, China's industrial departments have greatly increased the supply of machinery, chemical fertilizers and other products for agriculture. This has quickened the pace of farm mechanization.

In 1975, output of important farm machinery, including tractors, irrigation and drainage equipment and tractor and diesel engine accessories, went up seven to 12 times compared with 1965, while output of chemical fertilizers surpassed the total of the 17 years prior to the Great Cultural Revolution. Production of pesticides, cement, plastic sheets and tractor-drawn implements as well as supply of electricity for farm use also increased by big margins.

Under the impetus of the struggle to criticize Teng Hsiao-ping and repulse the Right deviationist attempt, fresh increase has been registered this year in the output of products for agriculture, and quality has been improving. From January to April, production of 12 out of 14 major types of farm machinery shot up 10 to 50 per cent over that of the corresponding period of last year, while output of chemical fertilizers increased 23 per cent. Strengthened industrial support has helped raise farm labour productivity and enhance farmland's ability to withstand natural adversities. It also has played an important part in ensuring good harvests for years running, boosting the collective economy of the rural people's communes and consolidating the worker-peasant alliance.

The rapid development of farm machinery industry is an outcome of better implementation of Chairman Mao's revolutionary line. As early as in 1957, Chairman Mao told the country that "industry must develop together with agriculture"; two years later he further pointed out that "the fundamental way out for agriculture lies in mechanization." However,

owing to interference and sabotage by Liu Shao-chi and Lin Biao's revisionist line, industrial products for farm use had lagged behind the needs of rural areas. During the Great Cultural Revolution, this revisionist line was criticized and industrial departments throughout the country redoubled their efforts to support agriculture. Consequently, China today boasts some 1,600 farm machinery plants turning out over 1,300 products, including heavy-duty tractors, combine harvesters and large-sized farm-use pumps. Of the 29 provinces, municipalities and autonomous regions, 27 have set up big and medium-sized chemical fertilizer plants. Small iron and steel plants, coal mines, hydropower stations and small factories producing machinery, chemical fertilizers or cement have sprung up across the land. A vast network of industries aiding agriculture is gradually taking shape.

Mass movement and greater initiative of the local authorities are an important cause of the rapid growth of the farm machinery industry. Annual increase of the nation's output of irrigation and drainage equipment, for example, averaged only 19 per cent during the 1963-66 period. The annual average has gone up to 32 per cent in the past nine years since 1967, because local authorities of the provinces, municipalities and autonomous regions have been entrusted with the production of such equipment. With more machinery available, the number of power-operated wells built in the past three years has surpassed the total in the previous 24 years since 1949; and 10,660,000 hectares of land have been brought under irrigation.

Changchow is a medium-sized city in east China's Kiangsu Province. For several years it had tried to build a tractor plant but failed, because the plan did not fit in with local conditions. During the Great Cultural Revolution, the leadership of the city, acting on workers' proposals, organized 24 small plants to work in socialist co-operation and mobilized the masses to go in for technical innovations. The result is that Changchow today can produce 15,000 walking-tractors and 38,000 small diesel engines every year. The investment

for the purpose is only one-third that needed for building a new plant with the same capacity.

Shanghai's Whangpoo River Bridge Opened To Traffic

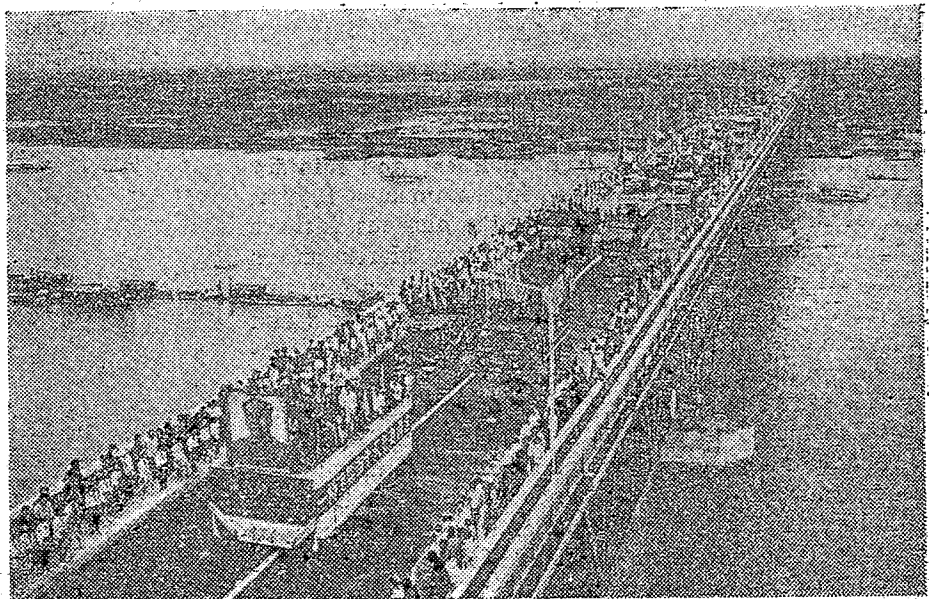
A DOUBLE-DECKED bridge spanning the Whangpoo River in Shanghai, China's largest metropolis, was completed recently. The upper deck, which is a highway 1,860 metres long, was opened to traffic on June 29 this year. The lower deck, a 3,048-metre railway track, was opened to traffic in September last year. It took only 22 months from the day the first pile was driven into the riverbed in August 1974 to the opening of the whole bridge to traffic, thereby setting a new record for speed in the history of bridge-building in China. This once again demonstrates the unparalleled superiority of the socialist system in China.

The Whangpoo River, with its source in the Tianshan Lake on the western outskirts of Shanghai, flows through the city before it empties into the sea in the east. Communications between the north and south banks was rather inconvenient. Before liberation, Shanghai was occupied and ruled by the imperialists for nearly a century, but neither they nor the Kuomintang reactionaries ever bothered to build a bridge across the river. After liberation, to facilitate traffic between the two banks,

the People's Government has built many wharfs along the riverbank, some for ferrying people and others for ferrying motor vehicles. With the development of socialist construction and with the building of the Shanghai General Petrochemical Works in particular, traffic has increased considerably. To cope with the situation, leading departments concerned in Shanghai decided to build the bridge.

The task was heavy and time was pressing, and the geological structure of the Whangpoo was complicated. In addition there was a shortage of equipment available at the work-site and typhoons were frequent in summer. All these posed great difficulties. But the workers who had taken part in building the Yangtze bridges at Wuhan and Nanking gave play to the revolutionary spirit of daring to think and to act, overcame numerous difficulties and fulfilled their task ahead of schedule, with quality up to the required standards.

The Whangpoo River Bridge is a product of extensive socialist co-operation. Over 300 departments and units in Shanghai and other parts of the country took part in the project. The steel was produced by workers of the Anshan Iron and Steel Company and rolled and shaped by workers of the iron and steel plants in Shanghai. Some 50,000 commune members on the outskirts of Shanghai also made contributions to the building of the bridge.



The Whangpoo River Bridge opens to traffic.