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Sure your classes are important. But the employers of the 80's want more. They want experience. To have the edge in a competitive job market you need a resume that stands out; a resume that says you have what it takes.

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The Gateway -room 282 -  
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call Gilbert Bouchard - Editor-in-chief

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## FEE PAYMENT DEADLINE

University regulations provide that the last day for payment of the second instalment of fees and for payment of fees for Second Term only registrants is January 18, 1985. A penalty of \$15.00 will be charged on any payment received after that date.

The regulations further state that should payment not be made by January 31st, registration will be subject to cancellation.

Fees are payable at the Office of the Comptroller, 3rd floor, Administration Building, or by mail addressed to the Fees Division, Office of the Comptroller, The University of Alberta T6G 2M7.

OFFICE OF THE COMPTROLLER  
THE UNIVERSITY OF ALBERTA

## SU ELECTION



## NEED SOME EXTRA CASH?

The Students' Union requires staff for the election on February 6, 7 & 8. Help us out and earn \$5.00/hour at the same time. For further information, please contact the SU Returning Office (Room 232, SUB) or the Receptionist, SU Executive Offices (Room 259 SUB).

# Corporate profits

by Max Wallace  
reprinted from the Link  
by Canadian University Press

In classrooms throughout the United States, schoolchildren are still taught that Henry Ford is a great American hero. The history books however, make no mention of what hung over the desk of the man who invented the assembly line.

Ford first announced his political philosophy in a 1919 article in the New York World. "International financiers," he wrote, "are behind all war. They are what is called the international Jew: German Jews, French Jews, English Jews, American Jews. . . the Jew is a threat." In 1927, he wrote an anti-semitic tract called The International Jew. Reportedly, Hitler greatly admired this book and it influenced him considerably. In fact, a large photograph of Ford hung in Hitler's Munich headquarters. It seems only fitting, since a similar sized photo of the Fuhrer was prominently displayed in Ford's office.

When one thinks of Nazi war criminals, such infamous names as Josef Mengele, Martin Bormann and Adolf Eichmann immediately come to mind. But there is a group who are arguably just as responsible for the atrocities carried out in the name of the Third Reich. This group includes not one German name.

Rather, the list is about as American as apple pie: General Motors, Standard Oil, Ford and DuPont.

While America was at war with Hitler, these corporations, among others, chose to put profits over patriotism and carry on business as usual. In some cases, this meant supplying the very armaments used to kill their own sons. In his 1983 book, *Trading With the Enemy*, former New York Times reporter Charles Higham refers to this group as "the Fraternity." According to Higham, who spent years sifting through documents recently declassified under the Freedom of Information Act, the Fraternity were interested in more than just the massive profits that could be reaped by doing business with the enemy.

"Bound by identical reactionary ideas," he writes, "the members (of the Fraternity) sought a common future in fascist domination, regardless of which world leader might further that ambition."

Last spring, Nazi hunter Beate Klarsfeld discussed the corporate/Nazi connection. Klarsfeld, who captured Nazi war criminal Klaus Barbie in 1982, says the corporations dealing with Germany during the war should have been considered traitors.

"They shouldn't have gotten away with it," she told the Link. "Nobody had the courage to punish them even though some of these companies committed treason."

Higham's book is a study in wartime American corporate blood money. Much of his material can be confirmed in other sources, including publications of the Anti-Defamation League of B'nai Brith, an American organization committed to exposing instances of anti-semitism and racism.

Higham's book reveals that Henry Ford, one of the earliest members of the Fraternity, made sure to appoint a number of Nazi sympathizers to prominent positions in the Ford Motor Company. When the war began, he quickly showed where his loyalties lay. In 1940, he refused to build aircraft engines for England and instead built huge numbers of the five-ton military trucks that were the backbone of German army transportation throughout the war. One German Ford employee publication contained this statement: "At the beginning of this year, we

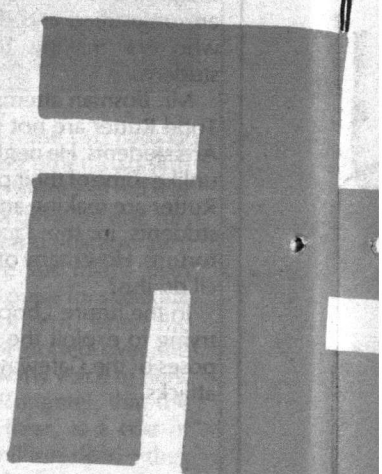
vowed to give our best and utmost for final victory, in unshakeable faithfulness to our Fuhrer."

Dave Crippen, of the Ford Archives in Detroit, discussed Ford's wartime activities over the telephone last month.

"It's a very murky, grey area here," he said. "Certainly, Ford did business with the Nazis, but everybody was at that time. General Motors, IBM—the all shared the philosophy that 'business is business, no matter what.' Remember, they had only heard rumours of the Nazi atrocities, but they chose not to close down a prosperous plant. They had to toe the line."

Among the many things that tied together members of the Fraternity, the most significant was interlocking directorships. One of the companies that seemed to harbour many of these directors was American I.G., the American subsidiary of I.G. Farben, a German industrial trust. Representing Ford on the board of American I.G. was his son Edsel.

## Unjustified attacks



I.G. Farben was the chief economic instrument of the Hitler government. It produced chemicals and chemical products, artificial oil, synthetic rubber, and numerous poison gases. Some of these gases may be familiar to students of the holocaust. They were used for quite some time at one of Farben's biggest operations—its combined rubber factory/concentration camp, Auschwitz, where the SS murdered millions of Jews, gypsies, homosexuals, and other "undesirables."

Next time you taking a spin in an Oldsmobile, consider these facts:

In 1938, a man by the name of James D. Mooney was awarded the Order of the Golden Eagle by Hitler, an honour previously bestowed on Henry Ford. Mooney was the head of General Motors' European operations and, like Ford, was a long-time admirer of Hitler and his policies. Before 1941, Mooney continually lobbied President Roosevelt to stay out of war with Germany. When war finally came, it didn't stop GM's