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BY STEPHEN JOHNS

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They pointed out that their representatives had been denied the opportunity of discussing the new proposals with the rank and file—as they did with the original Jones-Aldington report.

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The T&GWU leaders well know that the 18 delegates from the unregistered ports who abstained last time are almost certain to rejoin the right-wing block and give Jones the majority he needs.

It is also clear that the so-called new concessions won from the employers will not satisfy the majority of registered men who work in London, Liverpool and Hull.

Hull stewards have already declared that they will not lift their action until all the ports are registered and London dockers are insisting on the exclusive right to work in container bases.

The plan will be to use the delegates from over-represented, non-militant and unregistered ports to isolate the militant majority.

This will create the most favourable conditions for employers to divert cargo. More important, it will open the way for the Tories to use their emergency powers—a move that will be accompanied by the predictable press witch-hunt against the unofficial strikers.

This is Jones' desperate ploy to prevent another open clash between the dockers and the government—one that would clearly spark off another chain

reaction towards a General Strike.

What is the basis for this treachery?

The 'new deal' from employers offers nothing at all.

On existing evidence it appears container bases will be allowed to go on employing non-registered labour and avoid the proposed levy at the ports.

This is a further erosion of the National Dock Labour Scheme. If Jones really wants to safeguard the right of dockers and depot workers why not insist all the bases are registered and treated exactly as port employers.

The answer is simple—the employers would not tolerate this.

The Scheme is a basis of the dockers' militancy since it deprives the employers of the right to force dockers out of the industry. They want to smash the Scheme, not extend it, and Jones is co-operating.

The same trick is being played over the issue of the unregistered ports.

We are told Felixstowe will not need to be brought into the Scheme because wages and conditions there are as good as in the registered ports.

In other words the employers want to get formal sanction from the union to operate with unregistered labour—and Jones is offering just this.

The dockers' rights and conditions cannot be defended by this kind of horse-trading.

Concessions over jobs at container bases and even unregistered ports will not stop employers cutting back the dock labour force.

There are an estimated 2,000 jobs available in the depots—if this figure were doubled it would be less than half the 10,000 men employers say will be surplus within the next two years.

Even this estimate must be considered conservative—if trade was wholly containerized a total dock labour force of less than

8,000 Mersey builders march



Some of the 8,000 Mersey building workers who marched—with dockers—through Liverpool (story page 12)

10,000, compared with the present 40,000, would be needed.

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The only answer to this massive offensive on jobs is nationalization under workers' control without compensation.

If employers are allowed once more to maintain their march forward it would mean the end of the docking industry.

As Vic Turner, one of the Pentonville Five, told London dockers on Monday: one more deal and the docks might as well be concreted in.

In his statement after meeting Aldington on Monday, Jones exposed the two choices facing the dock workers.

He said: 'The methods to be adopted will effectively deal with the "cowboys" in the container business and will move back much of this type of work into the docks.'

'There will be a combined and concentrated effort by the authorities to get work back. This is the best alternative to legislation to secure the dockers' demands.'

But the latest proposals are as useless as the first ones. They will not stop unemployment amongst the dock labour force. So legislation is the only way dockers can secure their rights.

But this would mean a fight to force the Tories to resign. Then dockers could advance their programme of nationaliza-

tion of the port transport and shipping industry under workers control.

Today's meeting should reject this latest treacherous deal and keep the strike official.

● Throw out the deal, the strike must go on.

● Recall the biennial delegate conference of the T&GWU.

● All unions should mobilize with the dockers and the building workers to force the Tories out.

● Elect a Labour government with a programme of nationalization under workers' control, without compensation.

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last night to report to Edward Heath. Before he left he said: 'The policy is a matter for the government of Uganda and the President has outlined that policy.'

'The British government accepts that it has a legal duty and moral responsibility towards those Asians who hold United Kingdom passports.' He said he had agreed with Amin 'to set up a working relationship to deal with matters practically'.

Meanwhile in neighbouring

Kenya, President Kenyatta has warned the country's Asian community that severe punishment will be meted out to anyone sheltering Ugandan Asians escaping across the border.

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DAILY ORGAN OF THE CENTRAL COMMITTEE OF THE SOCIALIST LABOUR LEAGUE

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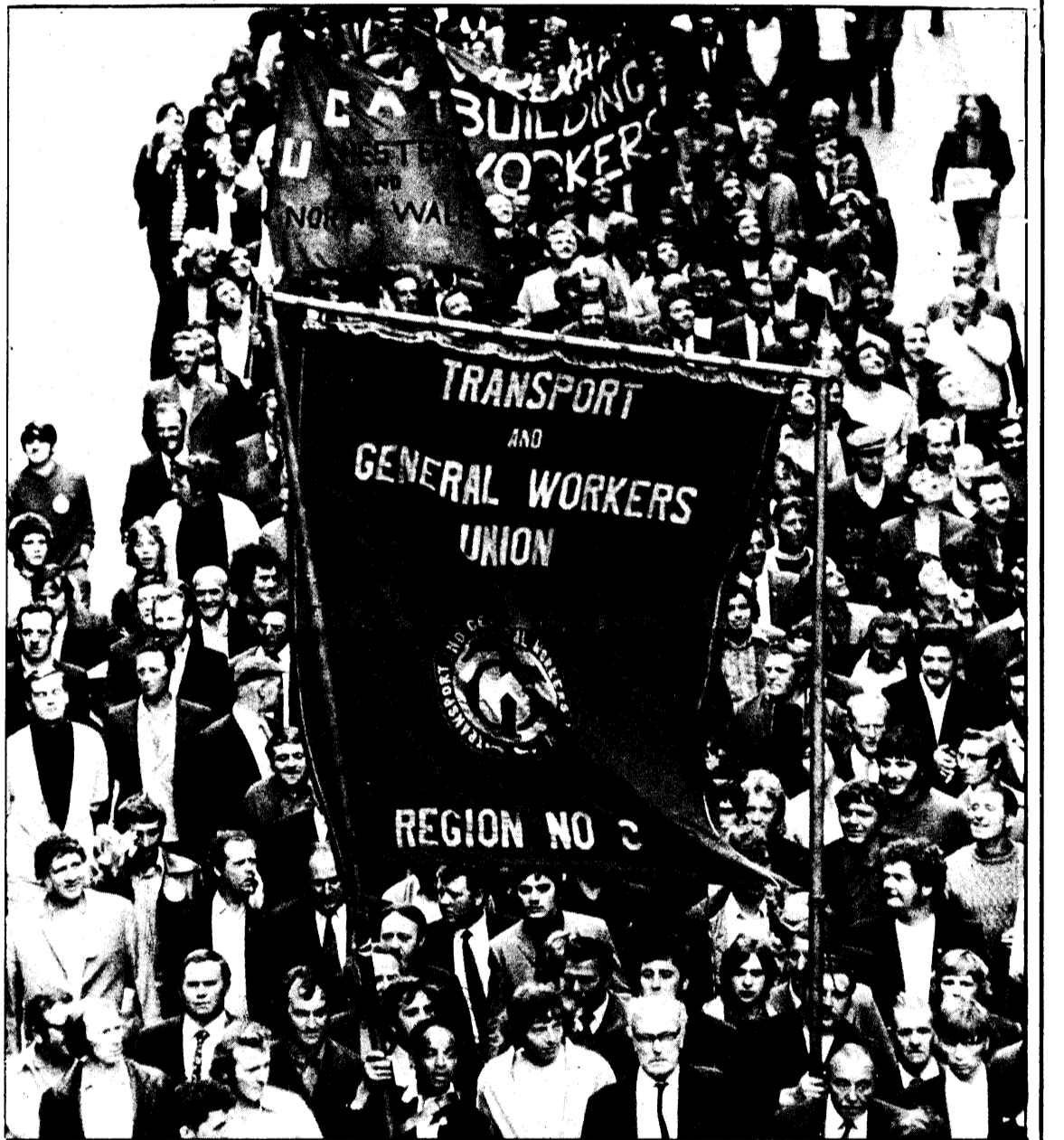
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AROUND THE WORLD

Europe must pay say US economists

BY JOHN SPENCER

ON THE first anniversary of President Nixon's decision to sever the link between the dollar and gold, American government spokesmen stressed their determination to press ahead with the economic war on Europe and Japan.

The Council of Economic Advisers in Washington marked the anniversary with a policy document attacking the Common Market agricultural policy and demanding new trade concessions from the EEC.

The Council report recom-

mends that in negotiations over trade and monetary questions next year the US should aim primarily to force the Common Market countries to open their markets to American food produce by dismantling the common agricultural policy.

In particular, the Council says that 'the trade agreement should place the real cost of domestic social programmes on the

country deciding to implement them'.

In other words, if the Europeans want to protect their farming, they must do so without infringing America's right to sell its goods anywhere it pleases without let or hindrance.

The logic of this demand is that the Common Market should disband altogether as its basic purpose is the protection of domestic industry and agriculture against foreign competition.

The US is also demanding that any changes in the monetary system—due to be discussed on a new Committee of 20—must be linked to questions of trade and capital investment.

The EEC has opposed this idea because it knows the main aim of American policy is to open new markets at the expense of Europe and Japan.

In a separate statement issued by the Treasury department, the Nixon administration refused to consider restoring the convertibility of the dollar with gold until it has increased its reserve holdings by running a series of balance-of-payments surpluses.

The only way this situation can be brought about is by the total capitulation of the European and Japanese capitalists to American demands on trade and investment.

In fact the Commerce Department has already predicted that the US deficit this year will be around \$4,000m, twice the 1971 figure.

The Department complains that: 'Even measured in dollar terms, over the latest 12-month period an overwhelming majority of America's largest trading partners reduced the value of their imports from the United States while buying more from others.'

'The US share thus fell sharply in each—in fact, declines are shown in three-fourths of the listed markets.'

In Germany, for example, the US share of imports declined from 10.3 per cent last year to 9 per cent, although total German imports had increased 18 per cent.

A GROUP of American trade union leaders have come out against the policy of the AFL-CIO and formed a national committee to support Democratic presidential candidate George McGovern.

Five of the unions have put up \$125,000 to support McGovern's campaign. The new committee claims to represent 5 million workers.

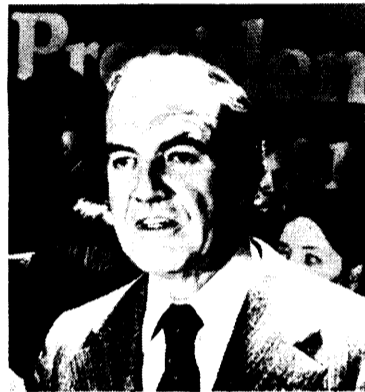
The AFL-CIO, America's largest trade union confederation, has refused to back the Democrats because of McGovern's long record of hostility to the workers' movement.

George Meany, the AFL-CIO president, has urged members not to vote for either of the two big business candidates but to back Congress candidates known to sympathize with the labour movement.

In this way, Meany hopes to avoid the burning question of an independent Labour Party being built in the United States on the basis of the trade unions.

A section of the AFL-CIO bureaucracy, however, is still trying to paint McGovern as a 'friend of labour'.

Joseph Kannan, general secretary of the Brotherhood of Electrical Workers and chairman of the newly-formed McGovern



McGovern

committee, said McGovern had 'a record 93.4 per cent favourable to labour'.

If this is the case, it is the other 6.6 per cent that counts.

McGovern has consistently voted in the Senate against minimum wage proposals and against the extension of unemployment compensation. He has also been a firm advocate of so-called 'right to work' laws which legalize the use of scabs in strikes.

He is also on record as favouring the retention of section 14B of the infamous Taft-Hartley Act and voting against laws legalizing the closed shop for government employees.

Hanoi in new talks with US

SECRET talks in Paris between US envoy Henry Kissinger and North Vietnamese officials have given rise to speculation about new 'peace plans'.

Kissinger has remained in Europe following his meeting with Le Duc Tho, the North Vietnamese representative in Paris, instead of flying back to the US as he normally does.

But the White House has refused to comment on his meeting with the Vietnamese representative.

The two sides are believed to have discussed once again the possibility of separating the political and military issues, which North Vietnam has steadfastly refused to do.

The Americans want a ceasefire before negotiations on a political settlement are undertaken, but in Paris at the weekend Mrs Nguyen Thi Binh, the National Liberation Front delegate, said the US must make a political settlement leading to a new government in Saigon to end the war.

In an interview with the 'New York Times' she said repeatedly that the NLF was 'flexible' and 'realistic' and did not seek control of a new government.

She said the NLF stood for 'A national democratic government, a broad democracy, with a neutral foreign policy . . . Really free democratic elections are the central point of our political programme.'

Mrs Binh said the NLF's main target was the policy of Vietnamization, under which US troops have been withdrawn leaving South Vietnamese forces operating under a powerful air force umbrella.

'The purpose of Vietnamization,' she said, 'is to reinforce the Saigon army to the point where

it can hold alone, to smash the patriotic forces'.

She mentioned the 'pacification programme' as 'another very important aspect of Vietnamization. It makes less noise than the other,' she said, 'but it is the struggle of all the people to break out of this system of concentration camps.'

The current liberation offensive, she said, had demonstrated the 'disintegration and demoralization of the Saigon army. Why did this army get demoralized so quickly? For lack of weapons?' she asked sarcastically.

Prague smear on

Smrkovsky

A DETECTIVE thriller has appeared in Prague bookshops attacking Joseph Smrkovsky, a close associate of the former Communist Party secretary Alexander Dubcek.

The 'novel' does not mention Smrkovsky by name, but observers say he is unmistakable as one of the main figures in the book which is called 'No Man's Land'.

Smrkovsky was one of Dubcek's most energetic supporters in 1968 as chairman of the Federal Assembly. He was purged in October 1969 and now lives in obscurity.

Following the trials of the last four weeks, in which 46 supporters of Dubcek have been jailed, there are fears that the next stage of the Stalinist purge may be action against the leaders of the reformist Dubcek tendency.

The Czechoslovak press is carrying extensive attacks on the ousted 'rightist' leaders at the same time seeking to establish that their supporters carried out 'actual activity aimed at the destruction of the state' (Prague Radio, August 12).

Who are the docks delegates?

BY INDUSTRIAL CORRESPONDENT

THE NATIONAL docks delegate conference which meets today in London to vote on the latest proposals from the Jones-Aldington committee for ending the dock strike is wildly unrepresentative.

A full list of the delegates and where they come from is not available but it is common knowledge to union officials, employers, and to large numbers of dockers that the ports which have the majority of members do not have the majority of the votes.

Perhaps the most glaring example of this is that the big four ports—London (15,000 men), Liverpool (10,500 men), Hull (2,700 men), and Southampton (2,400 men)—which employ three quarters of Britain's dockers have about one quarter of the 98 votes at the conference.

It is not surprising that the more representative (though unofficial) national ports shop stewards' committee is not always willing to accept the verdict of the delegate conference.

The composition of the delegate conference is particularly important in the present crisis to the official leadership of the Transport and General Workers' Union, the major union on it.

For it is precisely in the major ports which come under the National Dock Labour Scheme that the employers are preparing the way for the greatest number of redundancies. Consequently, it is the three biggest ports—London, Liverpool, and Hull—which want industrial action to remove the threat of the dole.

But their delegates will be heavily outnumbered in the vote by dockers from the smaller ports where the pressure on jobs is not so great and from the non-scheme ports where the employers have to pay no levies at all.

Far from the employers wanting to move their cargo-handling to inland container depots or to small private wharves as is happening in the big ports to escape the higher-priced dock labour, the employers are keen to get into non-scheme ports like Felixstowe, Newhaven, and Shoreham.

Therefore the dockers there have an opportunist interest in ending the strike, not in keeping it going.

Although a number of these delegates did support the strike call at the last delegate conference (passed by 38 to 28 with 18 abstentions), and most of the ports have obeyed the strike instructions, they might now be receptive to suggestions that the 'improved terms' are good enough.

In fact, the jobs 'guarantees' that Jones-Aldington have come up with are not worth the paper they are written on. But the men they most affect will not, at the end of the day, be the ones to say 'yes' or 'no' to the proposals.

This serious situation once again underlines the need for T&GWU members to raise the question immediately of recalling the union's biennial conference to mobilize the whole membership behind the dockers, to work out a policy to meet the jobs crisis including nationalization of the port transport industry, and in order to overcome the unrepresentative character of the docks delegate conference.

FOOTNOTE: To make sure that the unrepresentative conference stays unrepresentative, the officials at Transport House have had reinforced doors put into the conference room this week.

Last time, lobbying dockers broke the doors open to make sure their point of view had a proper hearing. No more of that if Jack Jones has his way.

Strings on computer pay rejected

WORKERS from three Honeywell plants who have been on strike for a month, rejected a new pay offer yesterday.

More than 2,000 workers from Newhouse, Bellshill, and Uddingston factories, Lanarkshire, voted to continue the strike.

A series of conditions attached to the offer was the main reason why it was rejected.

The agreement was to last 18 months and at the end the workers were to be paid £1.50 for every week in a lump sum.

But the men had to agree to attend work, to work any hours, whether overtime or shifts, and not to oppose new processes and machinery being introduced.

Engineers' pay talks go on

ENGINEERING union officials, led by Hugh Scanlon and Jim Conway, were closeted back with the employers' federation bosses yesterday in talks on a new pay offer which falls far short of the Confederation of Shipbuilding and Engineering Unions' demands.

The offer of £5.50 spread over two years plus two extra days holiday is even worse than the recent shipbuilding settlement and unless improved upon would mean a severe cut in living standards for the 2.5million men involved.

The 8 per cent shipbuilding deal of £2.75 more per week for each of two years plus three extra days holiday was roundly condemned by AUEW leader Len Edmondson at the recent CSEU conference.

It 'fell far short' of CSEU policy; it exceeded the 12-month maximum settlement period principle; it 'prejudiced the engineering pay fight'; it was worse than some factories were already on strike over after refusing; it 'will not set the level for the EEF talks', he promised.

Now the same union leaders are back at the EEF headquarters discussing £2.75 more per week for each of two years plus only two extra days holiday.

CSEU secretary Jack Service claims there has been 'some movement' but so far the only movement has been backwards from the previously-scorned shipbuilding deal.

The offer falls far short of the £700m 40 per cent claim for £6 in 12 months plus an extra week's holiday plus a five hour reduction in the working week to 35 hours.

The talks mark the end of the abortive seven-month campaign to settle the pay claim by local bargaining which had dozens of factories out on piecemeal isolated strikes in different regions.

This avoidance of national industrial action has meant average settlements of 8 per cent—less than the rise in the cost of living. And it has fragmented the men's determination to fight.

In the Manchester area, these dangerous signs of union weakness have led to a rush of redundancies being announced. If the AUEW leaders now cave in to the EEF's hard line on pay, they will have much to answer for.

STRIKE ON AT JAGUAR

BY IAN YEATS

A MASS MEETING of Jaguar workers at Coventry yesterday unanimously rejected the company's latest paltry offer.

They will continue their seven-week strike which has halted production of the luxury models produced by the British Leyland subsidiary.

The 1,900 production workers began their strike on June 21 after management rejected a pay claim until a 'different method of payment' could be agreed.

Jaguar's parent company, British Leyland, have been pushing for some time to rationalize their costs through the introduction of measured day work at all their plants.

The Coventry workers fear the 'new payments' method means MDW which they say destroys incentives, maximizes labour mobility and leads to redundancies.



Mick Richards

T&GWU works convenor Mick Richards (41), told me: 'We'll discuss anything with management. We've never gone against a different method of payment but we want this rise first.'

Mr Richards and other stewards on the 25-man strike committee believe that these rises are being deliberately withheld so that new MDW rates would come into operation based on present wage scales.

Two months on strike with no hint of an offer from management and only cash from Social Security and the works hardship fund to live on has made the men more determined than ever not to give in.

Both the engineers' and transport workers' unions recognize the strike, but neither have made it official to allow strike benefit to be paid.

The nub of their deeply felt grievance is that during February and March 3,000 indirect production workers and about 1,500 clerical and technical staff all received rises of £4.50 a week.

The 1,900 direct assembly line workers were given nothing.

In May the Brown's Lane factory was one of the first to reach

plant level agreement on the AUEW's pay claim, but this merely increased the basic time rate to which all other payments are related by £3.

The time rate is the maximum any worker can earn and while most workers saw no difference in their take home pay, night, overtime and holiday payments were only marginally increased.

Said Mr Richards: 'All we are asking for is the same treatment as everyone else. The factory couldn't work without us. We are the people who put the money in Jaguar's kitty and we think we're entitled to the same pay as everyone else.'

This week for the first time since the strike began and despite the loss of £20m and 800 cars a week Jaguar made an offer.

The strike committee thought it so derisory they rejected it out of hand and made a similar recommendation to yesterday's mass meeting at the company's sports field.

Jaguar offered the direct workers the 'opportunity of earning' £44 for a 40-hour week, £25 lump sum in exchange for surrendering overrun time, a fall-back rate of 95 per cent of pay and concession on lay off pay.

Said Mr Richards, 'This was provided we accepted the principle of a new payments method, but all the opportunity to earn £44 really meant was that the men would work harder.'

Another major snag was that at least half the 1,900 direct workers already earned £44 a week.

The strike committee and majority of the men were in fact thinking more in terms of £48 although no figure has ever been mentioned in negotiations.

Mr Richards commented: 'We need a rise something in the region of £4 a week just to keep on a par with increases in the cost of living.'

Indirect, clerical and technical staff at the factory have not been asked to strike, as Mr Richards says, because in the first place it hits Jaguar's pocket and in the second those in work help pay to keep the strike going.

No new cars are coming off the assembly lines, lorries in and out of the factory are checked by pickets and even new Jaguars at a compound eight miles away at Coventry Airport have been blacked by T&GWU drivers of car transporters.

As the strike goes on other steps to pressurize Jaguar may be considered including action involving workers throughout the British Leyland empire—already paying in to the Coventry men's strike fund.

Said Mr Richards: 'British Leyland want MDW. We believe we're not just taking on Jaguar but the entire group. The men believe it's become a direct fight between them and management to see who can survive.'

'That is what's keeping them going.'



Rows of Jaguar cars immobilized by the strike

Few workers doubt Jaguar can afford their pay rise.

They point to the recent increase in the price of the FGA6 and say the price of the new V12 is tipped to go up as many as three times in the next year.

What everybody forgets is that price increases reflect costs as well as profits.

British Leyland desperately needs increased productivity which MDW means if it is to compete in the cut-throat international competition.

The only answer to the exploitation and greed of the big car combines is a political one. It is the nationalization of the entire motor industry under workers' control and without compensation to the former owners.

After the vote Fred Palmer, an official of the Transport and General Workers' Union said: 'I am encouraged by the fantastic majority and the measure of support at today's meeting.'

'We shall ask for another meeting with the company to try to explore further possibilities.'

'The only way we shall get an early end to this long running dispute is for the company to come up with a better offer. Today's meeting felt there were too many strings attached to the company offer.'

Children worked on building site —claim

BRISTOL building workers have now brought out a site where they claimed schoolchildren were being employed.

A flying picket arrived at the site to find young children driving a dumper truck. The site agent got the children out of sight.

But with chants of 'Slave labour, everybody out', the pickets forced the site to close.

An attempt has been made to pull out men on the Cubitts fire-station site. But UCATT officials intervened and said the men could stay at work provided the agent paid them £30 for 35 hours.

The intervention brought a hostile reaction from pickets who said it would isolate sites and prepare for a sell-out reminiscent of the engineers' pay claim.

Pickets have also been down to the local Social Security office. One building worker married with two children has only just received 40p for his dependants after three weeks on strike.

In the eastern region, stretching from Southend to King's Lynn, pickets are also pulling out every possible site.

In the Southend area, Sindall's Post Office site and a new library being built by Bates are the immediate targets. Pickets are also moving into Tilbury and Basildon to pull out housing sites.

George Chadwick, ex-marine and UCATT convenor at the Bovis site, Southend, told Workers Press it was the first time he had been on strike for 35 years.

Nationalization of the building industry, he said, was essential to remove the great exploitation of workers and home buyers. It was the only way to get a guaranteed wage for all trades.

He was in favour of a General Strike to force the Tories to resign.

Jobs danger at ICI

BY JACK GALE

'OUR present return on capital invested is unsatisfactory—in fact, it is far too low for comfort', declares ICI chairman Jack Callard in the current issue of his firm's 'Head Office News'.

Reports of ICI's staff conference held last month, reveal serious fears of redundancies and concern over the firm's poor showing

in recent years. These fears seem to be well justified.

One delegate to the conference declared that the staff were 'very worried about the company's poor results for 1970-1972'.

Callard replied that, as far as large tonnage commodity products were concerned, 'the reason for our poor performance was largely over-investment by the chemical industry worldwide'.

The problem was that the time between deciding to build a plant and having it in operation was between three and five years.

In fact Callard expressed clearly the crisis facing all long-term capitalist investors due to uncertainty in the world market and currency systems:

'All manufacturers found . . . while they were waiting for their plants . . . that demand had materially changed.'

'It was very easy to end up with a large surplus capacity . . . This led to low profit margins and inadequate returns on investment to finance new investments. This was broadly what had happened in recent years.'

As Callard complained, ICI is extremely dependent on what happened to the national economy which had shown 'negligible growth over recent years. The national plan to expand the economy by something like 3 per cent had not materialized, he moaned.

But ICI now hopes to recover from some of the blows inflicted by this failure (plus the recent miners' strike and the steps taken to keep ICI out of the American market) by producing more cheaply within the Common Market.

New plant, Callard told his staff, 'would go where the

product could be made at minimum cost'.

Britain was now joining Europe, he declared, and whereas in the past, decisions on the location of plant were affected by the tariff situation in the Common Market countries, these barriers were coming down.

'In this situation there would be increasing flexibility about where plants could be located.'

This threat was underlined when Callard pointed out that comparisons over the years showed that ICI required more people to do a job than its competitors did:

The number of people employed by ICI had stayed pretty constant over the past 20 years but the chemical industry was not likely to be a large employer of people in the future.'

The future in areas such as Scotland and Teeside looks particularly bleak.

When delegates expressed concern over possible redundancies in the research and development departments, Callard replied: 'It is no good just pursuing bright ideas because they are tempting and spending more and more money on them.'

ICI's research director, Dr A. Spinks, added: 'About two-thirds of the £60m spent on research went on salaries and wages.'

'Unless trade increased at the same rate as wages and salaries there would be heavy pressure to secure economies in so large a scale as this.'

Even recent increases in staff pay carried a string.

When a delegate asked if these could mean redundancies he was told: 'If we paid ourselves more money, costs went up unless it was paid to fewer people.'



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HUNGRY ART OF BANGLA DESH

While Bangla Desh Prime Minister Sheikh Mujibur Rahman convalesces at the London Clinic, a group of freelance journalists are trying to give his trouble-torn economy a much needed-shot in the arm.

The exhibition at the Institute of Contemporary Art Gallery in the Mall, London, is called pointedly 'Remember Bangla Desh'.

Since the Awami League pinned its new country's colours firmly to the capitalist mast, the national begging bowls have been hawked around every exchequer in the world as virtually the sole means of feeding 75 million starving Bengalis. The danger of the world forgetting Bangla Desh is not one the Awami League can afford to run.

The exhibition presented by international freelance Simon Dring, who covered the Bangla-Pakistan war for the 'Daily Telegraph', 'The Times' and 'Newsweek', only hints at the problems. But a speech by Rahman, which one feels it might have been more prudent not to give away in the foyer, makes the position crystal-clear.

The photographs, paintings and poems by a team of freelance cameramen plus Bengali artists and children flow almost exclusively from the new national consciousness created by the independence struggle.

A score or so of colourful and admittedly idealized paintings by one 'Abdul', a 26-year-old Bengali villager, con-

trast the grace and gentleness of his people with the bloody rape of Bangla Desh by the warlike armies of Pakistan.

There are a large number of other paintings by school-children showing the sort of things they saw or imagined went on during the war and it is this which forms the subject matter for many of the poems as well.

The combined effect is to create a picture of a people geared up for go—and deserving it after a bloody and brutal war.

The snag is that all of them are starving and their highly-responsible leaders wait open-handed like jilted brides for the alms which alone can turn the wheels of industry and commerce and which will never come.

THREE YEARS

That all sorts of people are not prepared to wait much longer behind men who have little more but the fancy dress and paraphernalia of office is plain from Rahman's speech, given on June 7 in Dacca.

He says: 'Today many "gentlemen" are delivering tall speeches and ridiculing the Awami League and the MCAs (Members of the Constituent Assembly).'

He turns on these critics, asking them where they were during the war when all Awami Leaguers were fighting for their country. Nevertheless, shortly afterwards he was forced to sack 23 MCAs from the Awami League.

He has asked the Bengali people to wait three years before he can give them any-

thing. Meanwhile starving workers and peasants see profiteering and hoarding among top people.

Unless he turns on the corrupt elements, his position would be untenable. He does so!

'Do you think that independence has come for the smugglers, profiteers, hoarders, Al-Badars and Razakars? You think I am a weak person. But I am not a weak man. I have only allowed you to play around.'

Rahman gave 15 days to 'those elements who have occupied government houses and cars, who have taken shops and land of others and who hoarded goods with the sinister design of raising prices' to rectify themselves.

He thundered: 'In future there will be no forgiveness. I will pass suitable legislation and if necessary order capital punishment against the MCAs, labour leaders and student leaders who would indulge in corruption.'

There is little, if any, evidence that these brave words had any affect.

Apart from angering critics by the corruption of his government, the very road he has sought to start the economy moving again has angered them still further.

A section of the bourgeoisie is obviously concerned about the threat to Bangla Desh's sovereignty posed by foreign aid.

Rahman takes them to task, saying: 'Russia is our friendly country. A section of people are trying to undo our friendship with the friendly

countries. These elements are now resorting to a whispering campaign against our friendly countries. I will not stop if I start dealing with these elements.'

Help from Russia wouldn't have been necessary, say the critics, if only India had been more open-handed. But, says Rahman:

'A section of people have been out to speak against India. May I ask where you were "gentlemen" when Mrs Gandhi gave food to 10 million people. Have you not seen that (help) for yourself when you were enjoying life in Delhi.'

In other words as massive foreign aid fails to materialize, some sections of the bourgeoisie blame corrupt Awami League leadership. Others say more help would have come from the West but for the turn to Russia, while still others compound Rahman's problem by giving up and feathering their own nests.

CONFUSION

But while uncertainty and confusion reigns among the ruling class, the workers and peasants won't wait much longer for the food, houses and clothes independence was supposed to have brought.

They are pressing hard and Rahman said in his speech: 'I have told you in the first day that it would not be possible to give you anything in the coming three years. Have I not told you? If yes please raise your hands.' (People raised hands.)

Despite this warning, he went on to tell them: 'I have

given. Do you want me to narrate what I have given? In the last six months about 750 Taka have been given in relief.'

The workers are not satisfied and mass pressure has forced Rahman not only to take up the profiteers, but to make the whole business community see that they cannot bask in riches while the workers and peasants rot.

Addressing himself to Bengali businessmen he says: 'You must understand that workers and labourers have been demanding nationalization of the industries, etc, which means they want liquidation of exploitation.'

Rahman is balancing between conflicting and potentially explosive forces peppering his regime with criticism. He alternatively castigates and cajoles the business community and alternatively chastens and then pleads with the workers.

HARDSHIP

Having warned them not to ask anything from him he says: 'How shall I increase the wages of the labourers and workers if they would not increase production in the factories?'

'My dear worker brothers. For God's sake, please augment production. The doors of many mills are closed and half closed but I am regularly giving salary to the staff. Why? Because I love them. I have increased 25 Taka before they demanded. Because I love them. You will have to face hardships for two or three years, but then, if God wills, your hardship will be over.'

Then comes the heavy hammer:

'I have been criticized for banning strikes, but why was this measure taken?'

His answer is unequivocal: 'The duty of the workers is to produce.'

But Rahman's near Bonapartist balancing act is a dangerous one and he realizes it. He said: 'I want to give Bangla Desh a constitution. I don't want to run a government on the pattern of Yahya Khan or Ayub Khan because I do not fear the people.'

If the army was stronger, Bangla Desh might be approaching the day when it would be ripe for military rule. But it is not and the people will not wait for his constitution any more than they will wait for bread.

Powerful peasant leader Mulana Bhashani, by whose courtesy the Awami League rules, has slapped down an ultimatum—a constitution by October or Bhashani will draw up and publish his own.

A constitution would be a risky business with no guarantees that the Awami League would retain power in the event of elections.

Rahman is in a tight spot and it is significant that before he discovered he needed an operation, which apparently could only be performed in London, he was defending himself against critics who claimed he was about to flee a sinking ship and seek refuge in London.

Certainly his June speech ended on a note of near hysteria.

'The profiteers, the hoarders, the smugglers, all of you must be careful. I will finish you all if prices go up in the future. I will not only clamp a curfew on certain areas, but will make legislation if necessary to shoot you.'

'I will also make legislation to shoot persons carrying unauthorized arms.'

'My dear brothers in the government offices. Stop taking bribes. I have informers. I am getting reports. You will lose your jobs and go to the jails.'

We understand Rahman will not be returning immediately to Bangla Desh, but will be taking up some of the many invitations from overseas Bengali communities to visit them.

IN ARGENTINA WORSE MEANS BETTER

BY JOHN SPENCER

Argentina's current stock of sick jokes is capped by a statement from the new president of the Central Bank: 'The country's economic situation is marvellous. Better than ever.'

Only a few months ago, Treasury Minister Duan Alberto Quilici declared that in the past year \$8,000m had fled the country.

In this light the words of Jorge Bermudez Amparanza, former president of the Bank of the Nation and the successor of Carlos Brignone as the head of the central bank, sound like cruel satire.

Brignone himself recently told a businessmen's banquet that Argentina is 'on the brink of calling off its payments'.

His latest remarks must sound doubly cruel to the 1 million Argentines who are currently out of work.

Recent figures from the National Statistics and Census Institute (INDEC) revealed growing unemployment throughout the country.

In greater Buenos Aires, with one-third of the total population, unemployment in April was 7.8 per cent, with a tendency to increase.

And greater Buenos Aires has the largest industrial concentration in the country and one of the most important in Latin America.

In the provinces the situation is worse. In Cordoba, second industrial city, joblessness rose from 4.4 to 7.2 per cent, while in Rosario, the third national economic centre, it went up from 3.5 to 6.2 per cent.

However, bare figures do

not indicate that in the provinces consumption levels are going down and that hundreds of small businessmen are going broke.

In the view of the Developmentist paper, 'Clarín', the picture is gloomy:

'Without underestimating the activities of certain extremist groups, it would be naive to ignore the presence of a factor so important as unemployment among the causes of the social dissatisfaction that at times gives rise to violence.'

For the Conservative daily 'La Nación': 'All this reveals a lamentable aspect of the country's economic and social situation.'

The focus of most gravity is Tucuman, a northern province which has sugar-cane as its main crop. The militancy of the sugar workers has earned Tucuman the nickname 'the Cuba of Argentina'. In this province unemployment is higher than any where else: 14.2 per cent.

In the southern province of Comodoro Rivadavia, where wool and oil are the main economic activities, the jobless are 10 per cent of the workforce.

Unemployment is high in most economic sectors. In primary production it is 6.7 per cent; in industry it has gone up from 3.7 to 6 per cent. Only in the service industries has it not increased, a sign of growing bureaucratization.

In manufacturing the hardest-hit sectors are wool and clothing, 8.3 per cent; and construction, 6.7 per cent. There are also new and serious problems in metallurgy, the slaughterhouses and the packing plants.

The INDEC figures have been criticized as too low by some industry sources. The real unemployment level in building, for example, is thought to be nearer 10 per cent.

The INDEC figures count a worker as fully employed even if he works only two days a week. The figures fail to take account of loss of overtime, short-time working and lay-offs.

With all these factors and an annual inflation of 65-75 per cent, real wages have fallen by 12.1 per cent since January 1970.

Argentina, like the other states of Latin America, is feeling the wind of recession blowing from the United States.

The fall in real wages, administered with an iron hand by military dictator General Alexandro Lanusse, is the price imposed on the working class for the economic crisis.



General Alexandro Lanusse, military dictator of Argentina, where there is inflation, high unemployment, a fall in real wages and the wind of recession from the United States.

SAKHAROV NAILS 'LIBERALIZATION' OF SOVIET SOCIETY

Dr Andrei Sakharov, the leading Soviet nuclear physicist, has hammered another nail into the political coffin of revisionism by exposing the so-called 'liberalization' of Soviet society.

In an open letter to Leonid Brezhnev published in the Paris magazine 'L'Express', he says there has been no fundamental change in the basic social and ideological structure of Soviet society since Stalin's death.

The Pabloite revisionists, contrary to Sakharov, maintain that Stalinism will reform itself. Their fellow anti-Marxists in the 'state capitalist' International Socialist group say that the Communist Party is no longer Stalinist but 'left reformist'.

Sakharov is a liberal who believes in the 'convergence' of the workers' states and world capitalism. But his long struggle in defence of victims of the bureaucratic terror in the USSR enables him to speak with authority about the character of the Stalinist leadership.

Sakharov's statement is a postscript to an earlier 'memoir' sent to Soviet Communist Party chief Brezhnev on March 5 last year.

In it Sakharov says: 'The Soviet leaders have not responded to the moral renaissance of the people and the intelligentsia, which began once the most extreme mani-

festations of Stalin's blind terrorism were controlled.'

Describing the post-Stalin 'liberalization' as 'illusory', Sakharov stresses 'the increased effort which restrains the freedom of ideas and information, which multiplies political and ideological persecution, which deliberately exacerbates the problems of national minorities'.

Far from any improvement in these conditions, Sakharov says, 'the 15 months since I submitted my memoir have brought new and worrying proof of the aggravation of these currents. A wave of political arrests during the early months of 1972 seems particularly alarming. Many took place in the Ukraine, others in Moscow, Leningrad and elsewhere.'

Sakharov says that most of the Soviet Union's 'upper layer' — the party and government administrative apparatus and the most-favoured portion of the intelligentsia—are obstinately hanging on to their privileges and show themselves to be deeply indifferent to violations of human rights and to the needs of progress and the safety of future humanity.

'For the country to find its soul it is necessary to remove these conditions which push people to hypocrisy and conformism, which make them dissatisfied, disenchanted and helpless,' the scientist urged.

'Total ideological freedom is essential as well as a radical reform of education and the abolition of all forms of ideological persecution.'

'The system of privileges must be eliminated in all sectors.'

He urged radical reforms of the Soviet educational and health systems which reflected in a 'particularly pernicious way the hierarchic structure of our social classes and the privilege system'.

Sakharov's exposure of the intensification of Stalinist persecution in the USSR and the bureaucracy's ruthless pursuit of privilege is a slap in the face for all those revisionist apologists who claim Stalinism died with Stalin.



Communist Party chief Brezhnev

FONDA AND US LAW

The American Justice Department's Internal Security Division is 'looking' at statements against the Vietnam war made by actress Jane Fonda during her recent visit to Hanoi.

The Department claims to be responding to 'heavy mail' demanding action against the actress for 'treason'.

Assistant Attorney-General A. William Olson, chief of the division, made the following contradictory statement:

'We don't have any plans to investigate her, but we are looking at transcripts of her broadcasts where she is supposed to have said things like "Lay down your arms" to US troops.'

'Treason is not involved in the technical sense,' Olson added.

He said the division's handling of the matter was more an inquiry than an investigation.

The Sedition Act of 1940 makes it a crime punishable by a \$10,000 fine or ten years' jail to try to impair or influence the loyalty, morale or discipline of US military forces by means of advice or counsel or through written material.

If the department plans to act, this is the law it will have to use. Treason under US law



Jane Fonda: a crime to influence the loyalty of US forces

differs from sedition in that a person with allegiance to the United States must be proved to have made war against his country and given 'aid and comfort' to its enemies.

The use of this law against the courageous Jane Fonda is difficult for the Nixon admini-

stration because neither he nor any other President has actually declared war on North Vietnam.

The campaign for prosecution of Jane Fonda is being spearheaded by the John Birch Society and other extreme right-wing groups.

DEATH OF GERMAN MINERS

Three miners died last Saturday in a rock fall at the Amelie potash mine at Wittelsheim, near the Franco-German border.

The roof of a gallery collapsed as they were laying explosive to loosen more of the potash ore. Between them they left 13 orphans.

Height doubled

The mine-owners adopted a new method of mining at the pit two years ago. Instead of the old room and pillar method traditional in the mine, a new technique called the Wagner method was introduced under which the height of the galleries was virtually doubled.

This allowed the extraction of more ore in bigger lumps with the aid of powerful machinery. Naturally, this

increased the danger of rock falls.

In November 1970, the miners at Amelie struck for 11 days against the Wagner method, but the management insisted on its introduction and planned to extend it to other mines in the area.

More dangerous

According to trade unionists at the Amelie mine, the management maintained the Wagner method was no more dangerous than the traditional mining technique.

It has taken three deaths to convince the mine-owners otherwise.

At a meeting with union representatives the day after the disaster, the owners agreed to return to the old system of mining.

They even complained that this would cost them money because they will have to scrap the Wagner machines and bring back the machinery they took out two years ago. The unions said they would not have Wagner machines back in the potash field at any price.

CONTAINERIZATION: THE CASE FOR NATIONALIZATION OF THE DOCKS AND TRANSPORT INDUSTRIES

FELIXSTOWE: THE 'PROTOTYPE' CONTAINER DOCK

BY IAN YEATS

Photograph by Martin Mayer.

Felixstowe Dock, which in 1955 employed nine men, now claims to be one of the largest container ports in Britain.

Last year 100,000 containers passed through and in the first six months of 1972 alone a total of 1,115,385 tons were handled—expected to top the 2½ million mark by year end.

The newest and most up-to-date of the Haven Ports—Felixstowe, Harwich (Navyard) and Ipswich—is responsible for the 'greater part' of the Atlantic trade, most of it snatched from Liverpool, Hull and even the equally-modern Tilbury.

Apart from 1970, when Felixstowe's 425 dockers reluctantly gave in to pressure from Transport and General Workers' Union officials and the threat of 2,000 pickets and joined the stoppage, there has never, ever, been a strike.

The dockers, who are outside the National Dock Labour Scheme, are paid £1 an hour with time-and-a-half for overtime. On average they work 60 hours a week, giving them a standard of living second to none in the area.

For almost a decade, Felixstowe—which was Britain's first container port—(Hull pioneered roll-on, roll-off services) has been known as 'a test bed for prototype equipment'.

Dockers and management share the belief that the work system and pay structures evolved there exercised a major influence on the 1967 Devlin report.

The management of the Felixstowe Dock and Railway Company, owned by H. Gordon Parker, makes no secret of the fact that the port has been built up on the corpses of Britain's older docks.

No other British port, except London, has sold itself on Felixstowe's scale and Parker has ensured that its 'trouble-free' reputation has filtered through to every shipping man in Europe and on America's east coast.

As strikes and high port charges have driven operators

to look outside London, Liverpool and Hull, Felixstowe dockers have had no qualms at being the beneficiaries.

A 1968 progress report by a local journalist pointed out: 'When another port is having labour disputes Mr (Ian) Trelawny (the chief executive director) is prepared to send to those whose goods are being delayed what he describes as a discreet letter pointing out the joys of Felixstowe.'

BOASTS

'Like other well-equipped ports unaffected by serious disputes, Felixstowe coped with a staggering flow of business during the London and Liverpool dock strikes.

'Excessive traffic nearly jammed the new marshalling areas and the port worked wonders to get the cargo away and produced overtime earnings that were probably a regional record.'

Management boasts: 'The criterion of the independent port of Felixstowe is fast, damage-free handling of cargo and the rapid turn-round of shipping and road transport vehicles.'

To fulfil such a claim, double-shift working is common and some dockers say they have worked from 7 a.m. to 2 a.m. next day to give a ship a quick turn-round.

Workers have been encouraged to have a personal interest in the port through the twin practices of hammering out operating systems in a management-union joint consultative committee and by promoting from the shop floor right up to the level of junior management.

The employers have cashed in on the fact that in an area dominated by agriculture and light industry, every job is a new job with pay levels unequalled within a radius of 60 miles.

Until now, high pay and constant expansion has bought the men's acquiescence in the use of work practices and mechanical-handling techniques which in the older ports would



have caused and are now causing savage unemployment.

The 1968 progress report noted: 'Small ship-working gangs have grown up with the idea of using the latest mechanical handling techniques.

'These are unlikely to be regarded as threats to security, whereas dockers in the major ports regard them as destroying the old pattern of livelihood.'

Jobs are unlikely to be an issue at the port—until recession knocks the bottom out of Felixstowe's growth prospects—but wages are.

There was considerable difficulty over this year's pay agreement with the dockers' leaders threatening some form of industrial action unless the employer's offer was improved.

The basis of the trouble is that tonnage handled skyrocketed. And with the increased use of containers, management was forced to scrap the system of piece rates to avoid paying astronomical wages and replace it with fixed hourly rates.

Without the incentive of tonnage-related payments the dockers are beginning to feel

that overtime can be too much of a good thing and they are pressing for rises in the basic rate over and above what the company would like to pay.

Although expansion at the port continues, profit last year was below £400,000 and port charges have been forced up into line with those at other ports wiping aside Felixstowe's edge over competitors.

But if the port is in trouble, it is nothing compared with the problems facing employers at the older ports who desperately need to slash their costs.

SPEED UP

There can be no doubt that they will push ahead with duplicating the systems developed at Felixstowe at all Britain's major cargo-handling ports. The huge rises in productivity endowed by the use of containers and their associated work practices are now their only means of relieving the pressure on profit margins.

Containerization has been the biggest single influence in

eliminating much of the work previously done by dockers.

But the handling of general cargo has also been mechanized and at Felixstowe the largest ship-working gang dealing with an 'awkward' cargo like dried fruit consists of only nine men.

Importers and exporters are encouraged to use palletization, pre-slipping, unit loads and all kinds of labour- and time-saving packaging methods.

Aided by 20 cranes with lifting capacities of between 30 and 32 tons these methods reduce the ship-working gang to just that number required to clamp or sling loads and then guide them onto lorries or trains.

Felixstowe's labour force has been further kept down by the introduction of roll-on, roll-off services. At the moment they operate two terminals using double-deck, ship-to-shore bridges capable of carrying 350 tons at a time. Another will be ready by 1973.

Where loads must be stowed in dockside warehouses, 250 trailers are available served by 45 tractors and tugs. In the warehouses 46 fork-lift trucks, with capacities up to 25 tons, equipped with pneumatic

attachments for clamping, reduce stacking operations to a few hours work by a handful of men.

All cargoes entering or leaving the dock by road, rail or sea are 'organized' by the dock brain—a £56,000 Honeywell Model 110 computer located on the top floor of the five-storey Trelawny House.

The computer logs every scrap of cargo data. Apart from virtually eliminating waiting time it allows the port to operate with minimum back-up staff in the offices.

The entire dock operation employs only 786 people, although 2,000 more work in ancillary occupations like haulage with other employers.

An ultra-high frequency radio link directs vehicles to report centres beamed in to the office of the wharf superintendent. Foremen, chargehands and shedmasters are equipped with walkie-talkie radios to speed up cargo-handling and turn-round.

Containers arrive at the port by road and rail and can be loaded directly onto whatever form of transport is required. Alternatively, large open 'container parks' are available

for temporary transit storage. There are almost no labour costs or overheads involved.

Later this month a new two-train freightliner terminal, each handling 180 containers a day, will be ready for use.

The freightliners will give a further boost to productivity and the additional traffic will be within the capacity of the two quayside 32-ton Paceco Vickers Portainer gantry cranes. They straddle four sets of railway lines and can turn a load of 600 containers round at the rate of 80 an hour.

The whole shipworking operation—at Felixstowe carried out at all states of the tides—requires just four men. Two are on the shore and two on the ship to operate the loader clamps which pick up and drop the 30-foot long boxes.

Another man drives the portainer itself and another the fifth wheel elevating tug unit or tractor, bringing the absolute maximum to six men.

Quayside container 'marshalling' is done by a fleet of 12 van carriers, conjacks, travelifts and karricows.

The only stuffing and stripping which takes place at Felixstowe occurs where container loads must be split. Then the work is done by warehousemen not dockers.

But an inland clearance depot will be opening shortly promoted by Armfields International Ltd and W. Mathewson & Co (London). It will trade as Felixstowe ICD Ltd.

It is not known whether the depot will employ dockers, but since there are no registered dockers at Felixstowe it seems unlikely.

The port's new managing director, Stanley Turner, late of the Port of London, refused to co-operate with a feature about the dock. He claimed he did not want to attract Jack Jones' attention in what was already a delicate situation.

The majority of containers go to and from Felixstowe from groupage centres at places like Birmingham, Manchester and London—Felixstowe is a co-owner of Chobham Farm.

Full containerization will turn Britain's ports upside down. Massive redundancies and actual docks closures—already well advanced at Liverpool and London—are the

price workers are being asked to pay for the employers' ability to widen their profit-margins through huge productivity increases.

Current trends look set to dot the map of dockland with a handful of small but heavily-capitalized and highly-efficient port installations.

MATCHED

But even this last-ditch effort by the port employers to stave off disaster may be overtaken by recession and the working out of some of capitalism's contradictions expressed in the currency crisis.

The capital required for container port development is nothing like commensurate with the sums needed to build traditional docks, but even so the £8.1m needed for a new northern extension at Felixstowe was hard to come by.

The company put up £2.5m and the Tory government matched it pound for pound. The remainder had to come from shareholders. And a 54-acre site still

Felixstowe: new quays under construction at Britain's first port to be built for the container trade.

further north for four giant warehouses and a 300 bed 'Hotel' for lorry drivers will be financed entirely with US dollars.

Dollar commitment increasingly underpins the port's development. All the Atlantic carriers have a stake in the port, including United States Lines, Sealand and Seatrain.

As the currency crisis intensifies and the dollar comes under mounting pressure, all of this could be wiped away—overnight.

For the time being, Felixstowe is a haven for speculators. Offices, hotels and warehouses are shooting up and land values are rising. New traffic puts itself on offer to the port every day.

But costs even for the container operators continue to rise as recession takes its toll of trade and the quest for profit reaps its harvest of inflation.

It can only be a question of time before even ports like Felixstowe slip back over the precipice.

AUSTRALIAN LEADERS EVADE THE ISSUES

Oil refinery maintenance workers, members of four metal unions, have voted to return to work pending the results of negotiations on their wage claims between the Australian Council of Trade Unions (ACTU) and the oil employers.

The 33-day strike challenged head on the policy of wage freeze and brought the country to the brink of a General Strike situation. Throughout the strike, as in previous wage disputes, the ACTU leadership was in headlong retreat, consistently attempting to demoralize the strikers and finally resorting to the crudest strikebreaking tactics.

During the dispute the rank and file, under the leadership of their shop stewards, managed to attain a considerable degree of autonomy from the official leadership of Bob Hawke and Laurie Carmichael.

Even in the face of a continuous barrage of hysterical propaganda in the bourgeois press and despite the vacillations and open treachery of the leadership, the rank and file stayed out on a protracted strike.

ECONOMIC CRISIS

Because of this the Liberal (Tory) government was preparing Emergency Powers, and had alerted the Eastern Command of the army to move in and break the strike. Look-

ing beyond this show of force, the Liberals were also armed with the recently amended Conciliation and Arbitration Act; the 'Penal Powers' section of which has recently been given more teeth.

As 'Labour Press' has consistently pointed out, the Liberals, spurred on by the economic crisis, are forced to seek a major confrontation with the working class. They are desperate men and know that in order to recapture the middle class vote which has swung behind the Australian Labour Party (ALP), they need to take on the labour movement and win.

A victory at the polls in the Federal elections this November would allow them to move ahead and crush the independence of the workers' movement.

The excuse of the ACTU leadership in failing to mobilize the entire working class against the 'Lynch Laws' and the wage freeze is 'wait until the elections. When the ALP comes to power, everything will be all right.'

Under cover of this they perpetrate every treachery and consistently retreat in the face of the ruling class offensive. During the oil strike they actively collaborated with the government against the oil workers. They refused to broaden the dispute, even though the question of political power was clearly posed at the centre of it.

It is clear that the ruling class in this period will utilize the class collaborationist labour movement leadership to the very last ounce. When any degree of independence is



achieved by sections of the rank and file, the government has shown that it will move in with the full force of the state.

As we have seen, the role of the 'left' reformist ACTU leadership was to collaborate with the government to get the oil workers back without any concessions. They refused to broaden the strike because quite clearly the question of political power was posed. The ALP reformists knew that a General Strike was inevitable if the dispute continue.

A General Strike would lay the way open for the intervention of the revolutionary vanguard calling for the ALP to take power. The last thing these reformists wish is to be returned to power on a wave of victorious working class struggle, because this would pose a threat not only to the direct representatives of capital, but to the class-collaborationist bureaucracy as well.

PRIVATE TRANSPORT

Throughout the strike the role of the Stalinists has been to cover up for the retreat of the reformists.

Laurie Carmichael, Assistant Federal Secretary of the Australian Metal Workers Union, and the Communist Party's ace militant, not two months ago declared his intentions of fighting the wage freeze. Yet during the oil strike he was the author of a plan to supply fuel for 'essential

services' by allowing Australian-owned companies to supply this. This plan, we were told, was designed to split the oil employers between local and foreign-owned companies.

It did nothing of the sort—the 'essential services' were in fact industry and private transport!

The Stalinists have refused to raise the political questions. They have consistently spread the illusion that apolitical militancy is all that is required to secure concessions from the ruling class.

But this is no way forward. What is required is not the syndicalism pushed by these traitors. This strike—even in such a key industry as the oil industry—did not break the solid front of the employers and the Liberals.

What is necessary are policies flowing from an understanding of the period entered by the capitalist world on August 15 last year, when US President Nixon declared trade war.

The trade union movement must be mobilized in a General Strike against the Lynch Laws and against the wage freeze, to bring down the Liberal government. Labour must be returned to power pledged to socialist policies.

This has been sharply underlined in the past few days by the 'package deal' offered to some 300,000 metal workers by the Metal Trades Industry Association. Apart from the fact that the offer, which includes such things as stand down clauses, has to be

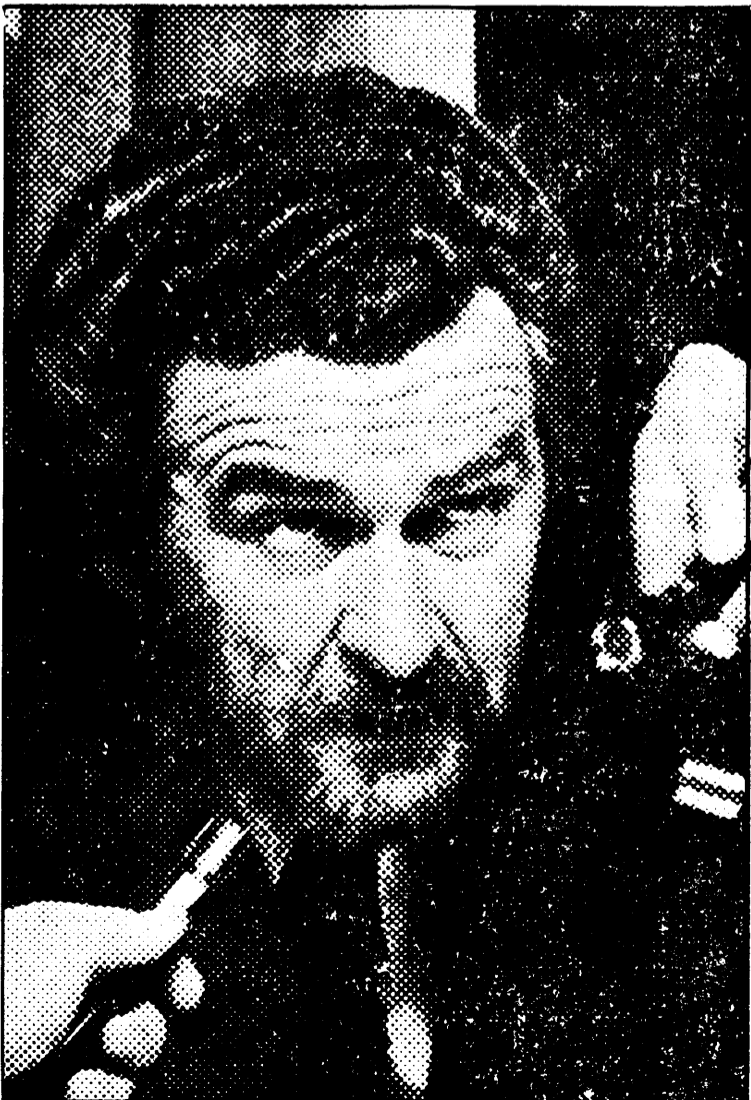


Top: Philip Lynch, Liberal (Tory) Minister for Labour and National Service who has brought in vicious laws against the trade unions known as the 'Lynch laws'. Above: Labour Party leader, Whitlam.

accepted or rejected *in toto* (and the employers have indicated that they will not renegotiate), it only offers a wage 'increase' of \$A6.00 a week more in a deal lasting 18 months.

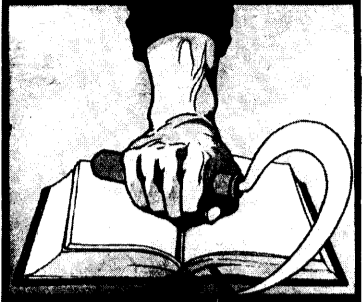
This shows that nothing has been resolved. The deepening economic crisis means that the class struggle can only intensify. What was glossed over yesterday will explode with greater force tomorrow.

The Labour bureaucracy will find it increasingly difficult to spoke the guns of a working class which wants to fight back to preserve its rights and conditions. To do so, the building of the revolutionary vanguard is of life and death importance.



Bob Hawke: failed to mobilize support for the striking oilmen.

BOOK REVIEW



'El Mercado Sovietico'. (The Soviet Market.) Barcelona 1970. 2nd Edition.

THE FASCIST GUIDE TO RUSSIAN TRADE

By our Spanish correspondent

The seriousness with which fascist Spain views its growing relations with the Soviet Union is clear from the painstaking research and attention to detail which has gone into this 300-page handbook for Spanish businessmen looking towards Moscow for their next fat contracts.

The author describes the history of the Soviet Union, the development of its 'socialist planned economy' and the development of its relations with Spain.

A key-note in the historical exposition is admiration for the methods of Joseph Stalin, who is portrayed as the legitimate heir to Lenin.

Despite the Spanish Civil War, which Franco and his cohorts dubbed a crusade against communism, Spanish fascists can see much that is worthy of praise in Stalin's career.

Great industrial advances

Stalin, it is claimed, was responsible for the great industrial advances made by the Soviet Union: 'Although the expected results were not always achieved, the planning of the economy was carried forward very energetically and a huge amount was achieved.'

'The whole economy was brought under control. Stalin declared to his people in a famous speech (1928): "Whoever lags behind, is defeated . . . the law of the jungle of capitalism forces the exploiters to destroy all that is weak and backward . . . we are 50 or 100 years behind the times. We must overcome this gap in ten years. If we don't do this, we will be destroyed."

The fascists can find common ground with not only Stalin's massacre of thousands of peasants, but also with his concentration camps:

'Meanwhile by skilfully alternating punishment [forced labour camps] and incentives, Stalin trained qualified workers and technicians at every level.'

Stalin may have sent a few guns to the Republic in 1936-1939, but he certainly had the right idea about crushing the working class. Thirty-six years later we certainly ought to get



Top: Stalin—has admirers in Madrid business circles. Above: Franco

all we can from that identity of interests!

Anyway, if the conversation turns to history after the deal has been concluded over Spanish oranges or Soviet machinery, the Spanish businessman will not make *faux pas* when it comes to the role of comrade Joseph.

Even if the subject might be the Civil War, he is reminded that 1938 was a peak year in commercial exchange between the two countries and 'the Republic bought from the Soviet Union all kinds of products (and not only, as some people think, war materials).'

Having dealt with the history of the Soviet Union, the author focuses his attention on perspectives for trade and practical advice for Spanish businessmen who intend to go to Russia.

It is explained: 'Only in the last few years have the Soviets begun to get to know the development and real potentialities of Spanish industry, the quality and competitiveness of many of its products.'

Spanish businessmen are urged to organize delegations to visit Moscow and begin the difficult task of winning contracts which will 'be of surprising volume'.

Why not 'a Spanish week' or a 'Spanish Exhibition'?

The Spanish businessman will first need to change his passport, since the old ones specified that they were not valid for Russia and other communist countries.

When he has overcome the

hurdles, he will be able to enjoy a luxury hotel in Moscow, a visit to Bolshoi, as well as succulent 'beef Stroganoff, "blini" and "blinchiki", famous Russian pastries . . .'

Whilst strolling through the gardens of the 'old and beautiful imperial city of Leningrad', he can muse on the part he is playing in the construction of a new and peaceful Europe:

'According to the Soviet Foreign Trade Minister, Patolichev, in the immediate future great perspectives are opening up for trade with the western countries. That is due to the future of security and pacification which the European Security Conference [which Spain, in principle will attend] opens up before our continent.'

Pacification and concentration camps

Such is the conclusion of the second edition of this publication of the Chamber of Trade in Barcelona. The praise singled out for Stalin is a guide to the kind of 'pacification' which is involved—skilful use of concentration camps and much besides.

The book shows the correctness of the Workers Press in following in detail the development of trade between Soviet Russia and the fascist regime in Spain and the preparation of the Security Pact Conference as preparations of the European counter-revolution.

The 'Morning Star' still remains silent.

WORKERS NOTEBOOK

GENERAL JESUS

Have you heard of General Ralph Haines, commander of the American army in the United States?

He is one of the most powerful men in America. The thing about Haines is that he's a Jesus freak.

'I'll take directions from one man, Jesus,' he declared recently. Although this may be preferable to taking orders from Nixon, his statements are causing concern in some quarters.

Haines (58), is a convert to the Pentecostal faith. He found his way to Jesus in these amazing circumstances:

'All of a sudden the Holy Spirit started coming out of my ears and eyes and nose and I heard this voice coming in some strange language and then I realized it was my voice and I knew I was on a special wavelength up there.'

Some of his critics are a bit worried over the possible bad vibrations on this wavelength.

For example, the general has been rushing around the US spreading his gospel:

'I've been witnessing up a storm for Jesus on TV, radio, at the military academy and on military bases for thousands and thousands of troops. Some here advised me to slow down, say I'm a fanatic. You ain't seen nothing yet!'

He believes that Washington is the centre of 'God's power' and fervently believes that America and its allies must do everything possible to keep God's hand on 'the helm of the free world, praise the Lord!'

Generals and colonels under his command are called to attend a 6 a.m. prayer breakfast every Friday.

When he's not yelling 'Praise the Lord' and praying to the spirits, Haines is, of course, bombing the 'Commies' and other subversives in the colonial countries. Praise the Lord and pass the napalm.

STRIKES

It's the same the whole world over . . .

Australian Social Services Minister William Wentworth said many unionists were 'dragooned' by left-wing mili-

tants into supporting strike action.

He said most workers were opposed to strikes but had them forced upon them by 'stand-over tactics'.

Addressing the Commercial Travellers' annual dinner, Wentworth said: 'Workers are frightened to oppose strikes because of their fear of victimization.'

'It is common knowledge that many workers are dragooned into strike action by the militant tactics of left-wing officials.'

Ex-Labour leader Arthur Calwell described Wentworth as 'a complete eccentric'.

EUROPEAN FA

The new president of the European Football Association is Sandor Barcs. Heard of him?

You probably haven't, but he's well-known in Hungary. In 1949 he signed the death warrants for Lazlo Rajk and other Hungarian leaders in the notorious show trials. It was later proven beyond any doubt that Rajk was framed.

AFRICA

The United Bible Societies have a lucrative contract—with Czechoslovakia.

New testaments are being printed and produced in Czechoslovakia and sent to African countries.

Printed in African languages the two latest consignments went from Prague to Sierra Leone and the Ivory Coast.

Is this the latest way to keep up the balance of payments?

MASKS

Headline in the Irish 'Sunday Press': 'UDA to drop masks.' The story goes on to say that the para-military extremists in the UDA will soon stop wearing face masks and dark sunglasses.

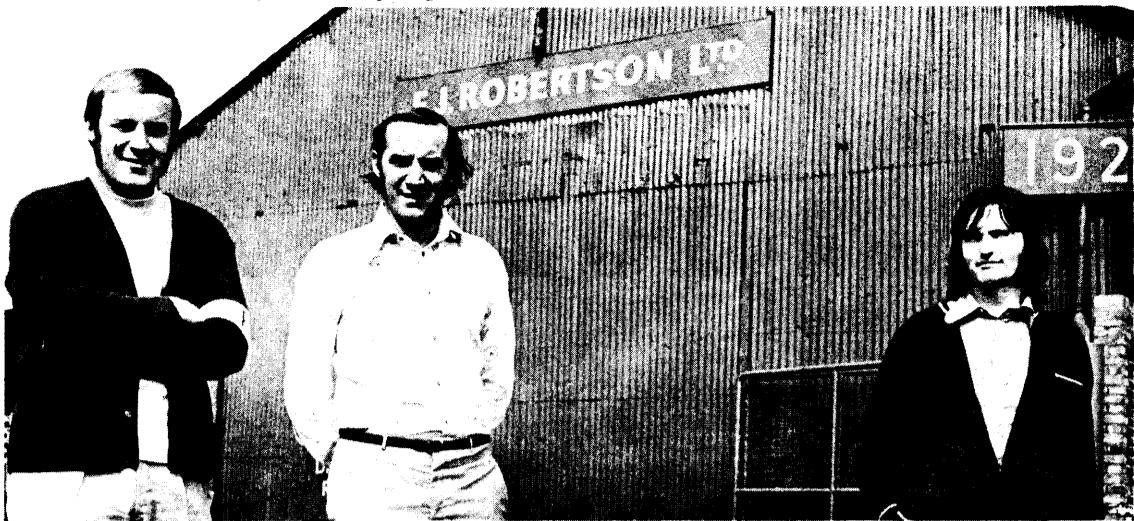
The masks might be off the rank and file, but when will they come off the leaders? No one has satisfactorily explained who are the men bankrolling and controlling the UDA. Unmask the Ulster Unionists who are pulling the strings!

BOOKS



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Workers at F. J. Robertson's went on strike when the Pentonville Five were jailed

WEST FERRY ROAD in the heart of London's dockland has been suddenly struck by a mini version of Britain's national industrial unrest.

Along a 100-yard stretch of this ramshackle street of warehouses and small factories curving round the outer loop of the Isle of Dogs, there are no less than three disputes.

Number one is at Brown Lenox Ltd, producers of fabricated steel. There 60 engineering workers were sent home last week for taking factory action over a claim for a £4 increase.

They have been persuaded to go back pending talks with management but there will be more trouble if they don't get the money.

The decision to go back was taken on the advice of two union officials.

One of them, Ted Burke, boilermakers' delegate, said that more pressure could be put on the management inside the factory than outside. Since he also persuaded them to work normally, it was not clear what kind of pressure he had in mind. The other, James Mills of the

PAY, JOBS AND UNION RIGHTS HIT AT WEST FERRY RD.

General and Municipal Workers' Union, warned that the men could be caught out by the Industrial Relations Act.

'If you came to us and said you wanted hardship money we would have to say no—because by giving it you would be backing a breach of contract outlawed by the Act,' he told a mass meeting of the men in Millwall Park.

This defeatist attitude caused one angry worker to retort: 'Forget the Act. We don't have to bother about the Act; we can beat them, the dockers showed that.'

This disturbed Mr Mills. Dispute number two is part of the national dock strike.

Pickets are out at the F. J. Robertson warehouse. Despite the national stoppage, containers, ready for stuffing or stripping, are using the depot.



At Brown Lenox the Industrial Relations Act was used to force a return

On Monday a convoy of five Polish lorries marked Pekaes Transeuropa Transport broke the picket-line.

Depot workers told me the traffic was coming via British Rail at Bowden, Dover.

Robertson's used to employ registered labour at Burdett Wharf, Thomas Street, in Bow. But pulled out two years ago to West Ferry Road.

They employ about 25 warehousemen dealing mainly with frozen bacon.

Their basic rate is £27-£28, but they claim to earn up to £70 with piecework. All are members of the Transport and General Workers' Union.

They all went on strike when the dockers were jailed.

Dispute number three, next door to Robertson's, symbolizes the unity of dockers and drivers.

About 20 drivers and warehousemen employed by Reece Bros are in their third week of strike over the victimization of their shop steward, Eddie Reardon.

Eddie, 15 years with the firm, told his men not to cross any dockers' picket-lines. Then, when the five dockers were jailed, he led the Reece Bros workers out on strike.

This led to a row with management, who sacked him.

'We back the dockers because they are trade unionists like us,' driver Roy Patterson told me.

'We are not very happy with the way the union has reacted,' said Roy Bracken, another driver.

'We have been trying to get it made official for some time but with no luck. The officials have been ducking and diving.'

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Reece Bros men are out for reinstatement of their shop steward

Medway pickets step up campaign

BY OUR OWN REPORTER

MEDWAY ports have become the focal point of a renewed picketing campaign following reports that supplies are being loaded and unloaded there.

A hysterical smear against the picketing has been launched by the capitalist press.

This was demonstrated most clearly in the weekend articles about the dockers' action at Richborough Port. Ludicrous stories were published and broadcast on radio and television that seamen had been stoned and their vessel cut adrift.

Dixie Dean, leader of the dockers, told Workers Press that altogether 40-50 men from the 250-strong Medway docks had been carrying out 24-hour picketing for more than a week.

'In fact,' he said, 'Richborough was not used as a port at all until the strike. There is nothing here except a small wharf and a shed.'

'It is just that all over Kent we have had excellent co-operation and support from the whole labour movement: in Dover, Thanet, and the Isle of Sheppey we have assurances that nothing will be moved, and that a close watch will be kept.'

'Down here there has been no trouble either. It is just that this is the last place open to them, and we will keep it closed.'

A Transport and General Workers' Union member and Labour Party activist, Dixie Dean

said: 'I myself am in favour of a 24-hour national strike. I would support one at any time.'

'But I feel that the building workers' fight, combined with ours and the engineers' will force this government out. There is certainly no future while the Tories are in power.'

He also stressed that even if the Jones-Aldington report was implemented, dockers' jobs could not be safeguarded for more than a year or so.

'I am convinced that nationalization of the docks, and under workers' control, if it could be forced through a Labour government, is the only answer.'

TV

BBC 1

9.45 Mr Benn. 10.00 Flashing Blade. 10.25 Tennis. 10.50 Noggin. 11.00, 2.10 Cricket. 1.30 Andy Pandy. 1.45 News. 4.15 Play School. 4.40 Jackanory. 4.55 Royal Marines Band. 5.20 Little Women. 5.44 Sir Prancelot. 5.50 News, weather.

6.00 NATIONWIDE.
6.50 TOM AND JERRY.
7.00 RYAN AND RONNIE.
7.25 MISSION IMPOSSIBLE. The Visitors.
8.10 NO EXIT. Man in the House.
9.00 NEWS, Weather.
9.25 THE ANGRY PACIFIC. Part 7. Grand Strategy of World War II.
10.25 AN ENGLISH GHOST STORY. The Stalls of Barchester.
11.10 DUSTY BLUEBELLS.
11.35 THE SKY AT NIGHT. The Andromeda Galaxy.
11.55 NEWS.
12.00 Weather.

BBC 2

11.00 Play School. 4.30 Cricket. 6.05 Open University.
7.30 NEWSROOM, Weather.
8.00 TIMES REMEMBERED by children from abroad.
8.10 MAN ALIVE. Plimpton. The Man on the Flying Trapeze.
9.00 FOLLOW THE RHINE. Strasbourg to Mannheim.

ITV

11.30 Golf. 12.20 Women. 12.45 Freud on Food. 1.10 Bellbird. 1.25 Sean. 1.40 Woobinda. 2.05 Castle Haven. 2.30 Racing. 3.45 Edgar Wallace. 4.40 Hatty Town. 4.55 Little Big Time. 5.20 Ace of Wands. 5.50 News.

6.00 TODAY.
6.35 CROSSROADS.
7.00 WHICKER. Within a Woman's World.
7.30 CORONATION STREET.
8.00 THE BENNY HILL SHOW.
9.00 THE MAIN CHANCE. Fit-Up.
10.00 NEWS.
10.30 TONY BENNETT. At the Talk of the Town.
11.00 YORK GOLF FESTIVAL.
11.45 PROFESSIONAL WRESTLING.
12.15 WHAT THE PAPERS SAY.
12.30 DOCTORS' DILEMMAS.

9.25 FILM: 'THE SNAKE PIT.' Olivia de Havilland. Young woman realises she is in mental home but can remember nothing of five preceding months.
11.10 CRICKET: 5th Test.
11.40 NEWS, Weather.
11.45 LATE NIGHT LINE-UP.



John Carson and Melissa Stribling in 'No Exit', BBC 1, 8.10

REGIONAL TV

ANGLIA: 11.30 Golf. 1.40 World War I. 2.05 Rovers. 2.30 Racing. 3.45 Yoga. 4.10 Newsroom. 4.15 Cartoons. 4.30 Romper Room. 4.55 London. 6.00 About Anglia. 6.35 London.

ATV MIDLANDS: 11.30 Sports. 3.35 Horoscope. 3.45 Women. 4.10 Shirley's World. 4.40 Magic Ball. 4.55 London. 6.00 ATV Today. 6.35 London. 10.30 Golf. 11.15 Wrestling.

CHANNEL: 11.00 Golf, Racing. 4.05 Paulus. 4.20 Puffin. 4.25 Good Afternoon. 4.55 London.

6.00 Channel News. 6.10 F Troop. 6.35 London. 10.30 Golf. 11.15 Wrestling. 11.45 News, weather in French. Epilogue. Weather.

WESTWARD. As Channel except: 3.55 Gus Honeybun. 4.20 News. 6.00 Diary. 11.44 News. 11.47 Faith for life.

GRAMPIAN: 11.30 Sports. 3.37 News. 3.45 Women. 4.10 Yoga. 4.40 Enchanted House. 4.55 London. 6.00 News. 6.10 Grampian Week. 6.20 Canadian View. 6.35 London. 8.00 Department S. 8.55 Police News. 9.00 London. 10.30 Golf. 11.15 Wrestling. 11.45 Scales of Justice.

GRANADA: 11.30 Sports Special. 3.40 Year 2000. 4.10 News. Peyton Place. 4.40 Sean. 4.55 London. 6.00 Northern News. 6.05 Barrow. 6.25 Jimmy Stewart. 7.00 London. 10.30 Golf. 11.15 Wrestling. 12.00 What the Papers Say.

YORKSHIRE: 11.30 Sports. 4.10 Calendar. 4.15 Crossroads. 4.40 Sean. 4.55 London. 6.00 Calendar. 6.05 UFO. 7.00 London. 8.00 Jason King. 9.00 London. 10.30 Golf. 11.15 Wrestling. 11.45 Weather.

HTV: 11.30 Sports. 3.30 Talking Hands. 3.45 Ugliest Girl. 4.15 Tinkertainment. 4.30 Crossroads. 4.55 London. 6.01 Report West. 6.15 Report Wales. 6.30 On the Buses. 7.00 London. 8.00 Jason King. 9.00 London. 12.15 Frighteners. 12.45 Weather.

HTV Wales as above except: 3.45 Hamdden. 4.15 Miri Mawr. 6.01 Y Dydd.

HTV West as above except: 6.15 Report West.

HTV Cymru/Wales as HTV Wales.

SCOTTISH: 11.30 Golf, Racing. 3.35 Horoscope. 3.45 Women. 4.10 Animaland. 4.15 Crossroads. 4.40 Hatty Town. 4.55 London. 6.00 STV News. 6.15 Under these Roofs. 6.30 Band Call. 7.00 London. 10.30 At Odds. 11.00 Golf. 11.45 Wrestling. 12.15 Late call.

SOUTHERN: 11.30 Sport. 12.55 News. 1.00 Let Them Live. 1.25 Hot Dog. 1.50 Sport. 4.00 Houseparty. 4.15 Enchanted House. 4.30 Crossroads. 4.55 London. 6.00 Day by Day. 6.35 Get This. 7.00 London. 10.30 Golf. 11.15 Wrestling. 11.45 What the Papers Say. 12.00 News. 12.10 Weather. Guideline.

ULSTER: 11.30 York, Racing. 4.30 Romper Room. 4.50 Ulster News. 4.55 London. 6.00 UTV News. 6.10 Viewfinder. 6.35 London. 10.30 World War I. 11.00 York. 11.45 Wrestling.

Builders' pay struggle hots up in Kent

BY OUR OWN CORRESPONDENT

COACHLOADS of flying pickets are fighting in the Kent area this week for 100 per cent support for the builders' strike.

They will be concentrating particularly in the Medway area.

Last Saturday over 200 Kent construction workers from the Isle of Grain, Chatham Pentagon and Eastchurch Costain's sites scored some impressive victories in the fight for union organization and a shorter working week.

Marching through Gillingham, the workers closed down three sites which had been working more than 40 hours. In each case new recruits were made for the union and undertakings were received that full solidarity in

future action could be expected. Before the march a meeting was held outside Gillingham's Black Lion sports centre site, which had only been organized the day before but which is now 100 per cent union under the leadership of Jim Jamieson, formerly of the Grain site.

After urging all present to buy Workers Press, T&GWU senior steward on the Grain site, Jim Duffy, told the meeting:

'We are not only fighting the employers, but the present government. This is a fight not just of the building workers but of the dockers and all other sections.

'I hope and firmly believe that through united action of building workers, dockers and the whole organized working class we will force the Tories to resign and return a Labour government pledged to socialist policies.'

A mass meeting of all building workers in the Kent area is due to be held today.

Edinburgh rents vote

EDINBURGH town council yesterday decided by one vote to defy the government's new housing legislation.

A special meeting voted not to implement the Housing Financial Provisions (Scotland) Act, which would have involved rent increases for the city's 50,000 local authority tenants.

The decision, by 25 votes to 24, overturned a previous vote by the finance committee.



These and other Kent building workers will be holding a mass meeting today

Bonus fight at CAV

SEVENTY toolmakers at CAV, Acton, West London, who took action in support of laboratory strikers, are being penalized by the management.

The men gave over £100 to the laboratory workers and refused to release finished tools until the strike was settled satisfactorily.

Now that the laboratory strike is over, the men are willing to return to the status quo. But the management has so far refused to restore their bonus. No tools are being released, therefore.

The terms of the new site agreement specify that any group undertaking industrial action will be excluded from back pay. Under this clause the men are losing a £4.25 increase plus £8 bonus—a total loss of £12.25 per week.

Militants claim that the management has been encouraged by the attitude of the two site convenors who have made no protest at the withdrawal of the men's bonus.

It took them four weeks before they organized a collection for the laboratory workers.

Chiswick No. 5 branch of the Amalgamated Union of Engineering Workers recently passed a

resolution condemning the attitude of CAV's AUEW convenor, John Paxman, in relation to the laboratory strike and called upon the union's North London district committee to withdraw his credentials.

Arthur Mason, laboratory workers' shop steward, yesterday thanked the Workers Press for support and coverage of their recent sit-in at CAV which was recently concluded with a satisfactory agreement.

Dispensation call from technicians

LONDON School of Economics branch of the white-collar union ASTMS has called on the print unions to grant special dispensation to Workers Press and the Communist Party paper 'Morning Star' in the event of strike action.

The motion, which was passed at the last meeting of the branch, reads in full:

'This branch calls upon the NEC of ASTMS to urge the ECs of the printing unions to grant special dispensation allowing Workers Press and the Morning Star to continue printing in the event of further newspaper strike action.'

The motion is to be taken through the divisional council of ASTMS at the earliest opportunity.

BOOKS



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Union chiefs block all-out strike call

BY PHILIP WADE

BUILDING trade union leaders yesterday refused to call all-out, national official strike action for the pay claim when they met in London.

Their decision to let individual regions mount a 'rapid intensification' flies in the face of overwhelming demands by the rank-and-file for a national strike.

Instead, frightened of a confrontation with the Tory government, the national leaderships of the unions have run away from decisive action.

Yesterday's meeting of the trade union side of the National Joint Council for the building industry also made clear they would not insist on a national agreement with employers.

Company agreements would be signed if there was 'no willingness' on the part of employers for a national deal.

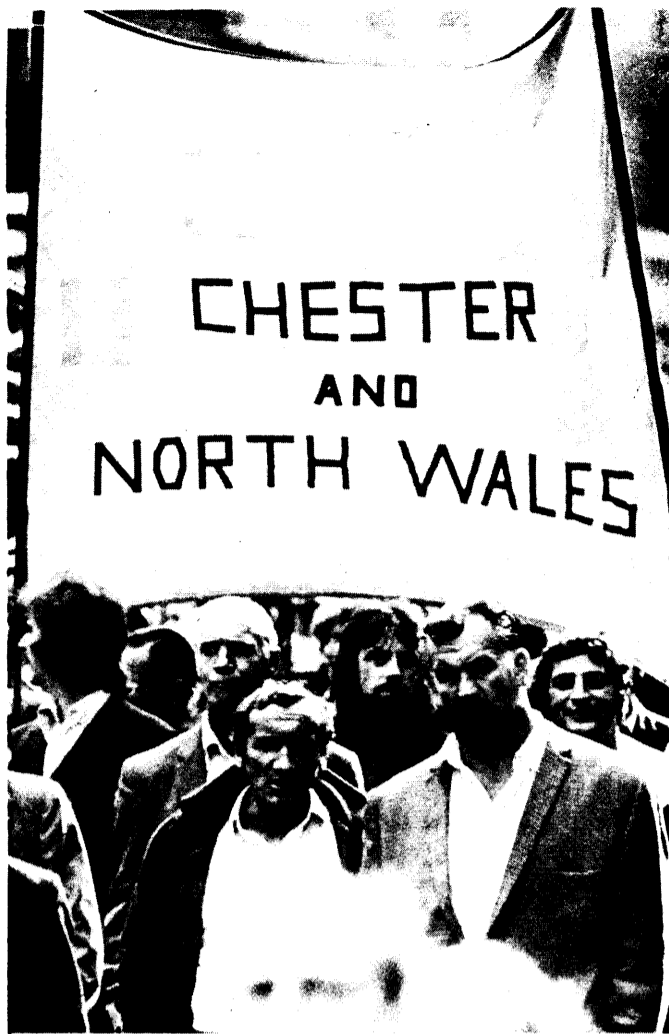
George Smith, secretary of the Union of Construction, Allied Trades and Technicians, and chairman of the TUC General

Council, said the decision against a national strike was 'realistic'. The trade union side had agreed 'it would take time to build up to a total stoppage because of geographical and communications difficulties'.

Yesterday's decision is a preparation for betrayal of the building workers. To give regional action committees almost complete autonomy does nothing to unite Britain's 850,000 building workers involved in this claim.

Only last week the UCATT was forced to retreat from recommending acceptance of a deal which would have only given an immediate basic rate of £23 and which also contained a no-strike clause.

Now the leadership are trying to wash their hands of the fight and open the door to fragmentation of the struggle.



Liverpool builders were determined there should be no retreat yesterday

Up to 100,000 building workers are now on strike and the figure could reach 300,000 by the end of next week.

National leaders meet regional representatives in London on

Thursday. The demand must go out to them to stop running away and call a national strike. If these 'leaders' insist on their retreat they should be made to resign.

AUGUST FUND £562.29. BIGGER EFFORT NEEDED

YESTERDAY'S post of £31.50 was disappointing. Our total stands at £562.29 with 15 days left to the end of the month. We must not, under any circumstances, let our fund slip back.

More than ever before, our paper is needed to provide a lead to the thousands of dockers, building workers and those in the forefront of the fight against this government.

The continuous talks by Jones and the union leaders with Heath can only lead to thousands more jobs being lost. Workers Press must be used to show the way forward to defeat this ruthless government.

We urge everyone of you—don't rest back now. Show your determination to fight the Tories by an extra big effort for our August fund. Post all your donations immediately to:

Workers Press
August Appeal Fund,
186a Clapham High Street,
London SW4 7UG

WEATHER

A RIDGE of high pressure covers most of the British Isles. Western and northern Scotland and Northern Ireland will be rather cloudy with a little drizzle at times.

The rest of Scotland, England and Wales will be dry with sunny periods.

Temperatures will be near normal in South-East England and North-West Scotland. Elsewhere it will be warm.

Outlook for Thursday and Friday: Dry with sunny periods in England and Wales but rather cloudy in Scotland and Northern Ireland with a little drizzle or rain at times. Generally warm but temperatures near normal in the North-West.

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Dockers back builders' march

BY IAN YEATS

EIGHT THOUSAND Merseyside building workers cheered wildly yesterday after union officials called for nationalization of the industry and vowed no man would return to work until their claim was met in full.

Shouting above cheers and applause, UCATT regional secretary Bill Crighton told a packed meeting at Liverpool Stadium: 'We are the builders.'

'We built this country for the community and it is time the community took the industry over and gave us a decent standing of living from it.'

'We are on the march. There is not a building trade operative at work in the Merseyside area. It is now all-out strike.'

'There is going to be no deviation at all from our claim for £30 for a 35-hour week.'

'We are not going to win just by coming out on strike. It is going to be a long, hard struggle but the message that must go out

from this meeting is that we are not going back until we have won.'

Building employers have offered an increase of £3 on basic rates, said Mr Crighton.

'We have been asked why we did not accept this offer with open arms.'

'Can we live on £19 a week? Can anyone live on that amount? That's why we have thrown the employers' offer back at their teeth.'

During the morning, the workers marched with their banners through central Liverpool from Islington Square and up to 2,000 were forced to form an overflow meeting, choking the narrow streets outside the Stadium.

Men had travelled to the 'biggest Liverpool builders' march since 1926' from towns throughout the North West and North Wales. 150 Merseyside dockers turned out to back them.

Docks steward Jimmy Nolan said they were supporting the builders in return for the help given them in their struggle for jobs.

Mr Nolan commented: 'We will get nothing out of the Jones-Aldington proposals and with 53,000 unemployed on Mersey-

side we may have no choice but to go it alone. We are disgusted that the committee's proposals should even be put forward for consideration.'

The dockers will submit a resolution to tomorrow's meeting of Liverpool Trades Council calling for a conference of all Merseyside shop stewards and militants to plan joint action in support of the dockers and builders.

While workers at the Stadium meeting stamped their feet and clapped, UCATT regional chairman Frank Foley, lashed the unions' executive for trying to persuade officials to sell the employers' latest offer to their men.

He said: 'We were not prepared to sell and if the national executive had ratified the offer, there would have been an absolute rebellion against the EC.'

The building workers will not meet again for four weeks but Merseyside dockers meet at 11 a.m. at Liverpool Pier Head tomorrow to consider the outcome of today's docks delegates' conference.



Bristol pickets with a message for their union chiefs

ALL TRADES UNIONS ALLIANCE MEETINGS

VICTORY TO THE BUILDERS AND DOCKERS!

TUC MUST BREAK OFF ALL TALKS WITH HEATH!
MAKE THE TORY GOVERNMENT RESIGN!

CENTRAL LONDON:
Wed, August 23, 7.30 p.m. The builders' fight. Small Conway Hall, Red Lion Square, Holborn.

GLASGOW: Wednesday August 23, 7.30 p.m. Partick Burgh Hall (nr Merkland St underground). UCS and the docks.

WEST LONDON: Wednesday August 16, 8 p.m. 'Prince Albert', Wharfedale Rd, Kings Cross.

TOTTENHAM: Thursday August 17, 8 p.m. Railway Tavern, White Hart Lane.

EAST LONDON: Thurs, August 17, 8 p.m. The crisis of capitalism and the docks struggle Festival Inn, Market Square, Chrisp St, E.14.

NORTH LONDON: Thursday August 17, 8 p.m. Co-op Hall, Seven Sisters Road, N4.

LUTON: Thursday August 17, 8 p.m. St John Ambulance Hall, Lea Road.

ACTON: Monday August 21, 8 p.m. Co-op Hall, Acton High St.

CROYDON: Monday August 21, 8 p.m. Ruskin House, Coombe Rd.

Socialist Labour League PUBLIC MEETINGS

End TUC talks with Heath!
Stop Jones-Aldington collaboration!
Victory to the dockers!
Nationalize the docks and transport industries!
Make the Tories resign!

LIVERPOOL
MONDAY AUGUST 14
7.30 p.m.
Stork Hotel
St John's Lane

Speakers:
LARRY CAVANAGH (Liverpool dock worker)
ALAN STANLEY (Vauxhall Ellesmere Port shop steward)
Both in a personal capacity

Chairman:
BILL HUNTER (SLL Central Committee)

MANCHESTER
FRIDAY AUGUST 18
7.30 p.m.

Milton Hall
Deansgate

Speakers:
LARRY CAVANAGH (Liverpool dock worker)
ALAN STANLEY (Vauxhall Ellesmere Port shop steward)
Both in a personal capacity

HULL
MONDAY AUGUST 21
7.30 p.m.
Co-op Hall,
Kingston Square,
opp New Theatre

Speakers:
LARRY CAVANAGH (Liverpool dock worker)
JOHN NOLAN (T&GWU convenor, Hollis Brothers)
Both in a personal capacity

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