

## Lessons of the docks strike

# INDUSTRIAL STRENGTH POLITICAL WEAKNESS

BY OUR POLITICAL CORRESPONDENT

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They defied the National Industrial Relations Court and then secured the release of their five brothers.

This week they showed what they think of the Jack Jones leadership of their union, which connives with Tory premier Heath at No 10 Downing Street and with the employers of the Confederation of British Industry.

And yesterday men from London's Royal group of docks ceremonially burnt Transport and General Workers' Union propaganda for the Jones-Aldington report.

Throughout their three-week strike the dockers demonstrated great militancy and determination in their struggle to defend jobs. But although militancy is decisive, it is not enough in the fights which the working class faces today.

The lesson of the docks strike—10,500 Liverpool dockers and 32 Hull stewards are still out—is that it could not be won by militancy alone.

From the start the struggle was a political one.

The fight for the right to work is a political fight.

**That right can only be won by the removal of a Tory government and the election of a Labour government pledged to socialist policies including the nationalization of the docks and road transport industries.**

No dockers oppose the new technology in the docks industry. What he opposes is this technology being used by the ports employers to throw him out of work, to steal his job and thus throw his whole family into poverty.

Workers in other industries—the pits and the railways—are fast recognizing this central political fact of their struggles.

They see their jobs and standard of living being savaged by the Tories, who have deliberately set out to create mass unemployment. At the same time the government has introduced its vicious anti-union laws to deal with those who put up any resistance.

The strike has also revealed the crisis of leadership in the T&GWU.

It is dominated by reformism.

Just as Jones and his backers in the Communist Party, like Jack Dash, smoothed the way for Devlin, which provided the conditions for containerization, so today it is a similar combination which ushers in Jones-Aldington and mass unemployment.

By not insisting that all con-

tainer bases should be brought under the National Dock Labour Scheme from their inception, Jones allowed the employers to create two classes of workers in the industry—one with a statutory right to his job, the other without.

Only through a policy of nationalization under workers' control and without compensation to the previous owners can the jobs of all workers in the industry be secured.

Jones steadfastly kept this policy away from his members.

The role of the Communist Party stewards was revealed glaringly at the Cumberland Park mass meeting in London yesterday, when Bernie Steer failed to give any firm leadership in calling for the strike to go on.

Reporting after the closed meeting, **Stephen Johns** writes:

Not once did the London shop stewards put a clear recommendation to the men to continue the strike on an unofficial basis.

The men heard Steer and Vic Turner, stewards' chairman, call for the strike to continue until Monday while contact with the northern ports was made to discuss the situation.

This was a deviation from the recommendation made by Wednesday's national port shop stewards' committee, which was a clear-cut call for an unofficial strike until the dockers' demands were met in full.

The London dockers decided, however, by a narrow majority to go back to work on Monday.

As the crowds began to drift away a younger and more militant element urged stewards to go ahead and picket dock gates.

I understand this was rejected by the leadership on the grounds that it would fragment the struggle.

The speakers confined themselves to criticizing the number of concessions extracted from the employers which meant that the principles of the Jones-Aldington report were not dealt with at all.

The most glaring comparison in political approach is between London and Liverpool. Liverpool stewards have been vehemently opposed to Jones-Aldington and at their report-back meeting a clear call to keep out on strike was put and won unanimous support from a mass meeting of 6,000.

The London stewards are led to this dismal performance because of their backing of reformist solutions to dockland's jobs crisis.

The call for the nationalization of the industry was one of the original nine points on the national shop stewards committee. But this demand was shelved on the insistence of London stewards some months ago.

An attempt to reinstate it more recently was rebuffed.

It must be resurrected immediately and made the central demand on the docks if the



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They have enormous strength—for the second time in two years the Tories had to bring in emergency powers to attack them.

That strength must be mobilized with socialist demands which are the only demands to solve the problems of their industry.

The reformist leadership of Jack Jones won't fight for nationalization. That bankrupt leadership spends more time with Heath and the port employers than it does with its own members.

And every time another deal is struck with the capitalist class, the Tories are strengthened—to go on throwing people out of work and jailing trade unionists.

Jones never led this strike. He opposed it from the start. He's delighted that men have been forced to accept proposals he's cooked up with Lord Aldington, the ex-deputy chairman of the Tory Party.

A new leadership which will fight for socialist policies must be built not only on the docks but in all sections of the T&GWU and the trade union movement.

## Rough ride for London officials

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The incident came after they had heard Transport and General Workers' Union official, Bill Mundy, call for a return to work.

Before the meeting stewards insisted that no back-to-work vote should be taken and urged dockers to go to a meeting organized by the stewards at 1 p.m.

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At the Royals Vic Turner, one of the docks delegates, reported that the Jones-Aldington proposals still did not give the guarantees that dockers wanted. There were, he said, firm pledges on two things the abolition of the

temporary unattached register and the security of the National Dock Labour Scheme.

The other guarantees were for 290 jobs and a possible 500 in the future. 'Now if this is a guarantee your delegates did not see it that way,' he said.

Later he was asked by one dockers if the work-sharing proposals agreed by the union to absorb the TUR men would mean a loss of pay. He replied it would not and that national docks secretary, Tim O'Leary, had assured the delegates it would not.

Union official Bill Munday got a stormy reception. He was drowned out by angry dockers when he said:

'We never go against a delegate conference result. As far as we are concerned, as trade unionists, we expect every member to walk through those gates.'

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AROUND THE WORLD

# Tories condemn coup leaders to torture and death

BY JOHN SPENCER

**LT-COL AMAKRANE and Lt Midaoui, two Moroccan officers who took part in Wednesday's unsuccessful attempt to overthrow King Hassan were escorted back to Rabat yesterday on orders from the Tory government.**

They had sought political asylum in Gibraltar after fleeing from Morocco in an air force helicopter.

The Foreign Office refused asylum and herded them onto a Moroccan military aircraft which promptly flew back to Rabat.

The two officers face torture and certain death at the hands of the king's secret police. The Tory government, which maintains the closest ties with Hassan's dictatorship, is well aware of the fate to which it has condemned the two men.

According to Joseph Godber, Minister of State at the Foreign Office, their continued presence on the Rock was 'not conducive to the public good'. The men were illegal immigrants and were deported as such, he said.

It was felt that the correct thing to do was to return them to Morocco, he added. The decision was taken following representations in London by the Moroccan ambassador Thami Ouazzani.

There is no extradition treaty between Britain and Morocco.

Not that Hassan himself usually bothers about these formalities.

His strongman Gen Mohammed Oufkir (said 'o' have shot himself for reasons of 'honour' after the coup's failure) was convicted in France of having organized the kidnap-murder of Moroccan union leader Mehdi Ben Barka seven years ago.

During his interview with the ambassador, Godber expressed on behalf of Foreign Secretary Sir Alec Douglas-Home the government's shock at the 'wicked attempt' on the life of King Hassan and asked Ouazzani to convey Douglas-Home's congratulations to the king on his escape.

King Hassan's absolute rule in Morocco is sustained by the most savage repression against any opposition.

In July last year a group of progressive officers who tried unsuccessfully to overthrow the monarch were summarily executed after hideous tortures.

Hassan personally supervised the execution of ten officers three days after the coup attempt.

## and death

The officers—four generals, five colonels and a major—were publicly humiliated and their insignia stripped from their uniforms before being shot.

Afterwards their troops were paraded past their corpses to spit on the bodies.

Queen Elizabeth II sent Hassan her 'most sincere congratulations on your narrow escape' and asked him to 'convey my sympathy to the relatives of those who died'.

This week Hassan's postbag has included a letter of congratulations from General Francisco Franco, Spain's fascist ruler.

There will also be rejoicing in Washington that the Americans' most reliable North African ally is still in the saddle.

The US has three secret military bases in Morocco, serving the Sixth Fleet and manned by 1,700 military technicians.

Hassan's savage and corrupt regime receives from the US huge hand-outs which are used to finance the armed forces and the secret police and maintain the luxury of the royal court.

In October last year, after the July coup attempt had been brutally suppressed by the King's police apparatus, Soviet premier Alexei Kosygin visited Morocco on a 'goodwill' visit.

The Soviet Union has close trading ties with Morocco despite its connections with the US.



**Feudal welcome for narrowly-escaped Hassan**

Hassan is also courted by the Chinese Stalinists. When the rebel officers attacked the Skirate palace in July they found the Chinese ambassador among the guests at the king's birthday party.

## German electrical firms lose markets

**GERMAN manufacturers of electrical consumer goods are demanding urgent government action to stem the influx of competing Japanese products.**

The production of radios, TV sets, stereo kits and tape recorders accounts for a quarter of the entire West German electronics industry and employs more than 100,000 workers.

Imports of these goods, mainly from Japan, increased 331 per cent last year to a total worth about £100m.

German firms have already been driven out of the pocket transistor radio market and made only a third of the standard transistors sold on the home market last year.

The German firms sold only 289,000 portable television sets,

against 376,000 imported. And home-produced tape recorders now represent only 10 per cent of the home market.

The Japanese 'offensive' is caused by the closing of the United States market following Nixon's August 15 measures last year.

The West German electronic goods market is more open than those of the other EEC countries and German firms have been buying Japanese products for sale under their own brand-names.

Unless the government protects the home industry, the manufacturers say, the whole market in small transistor radios and portable TV sets will be in overseas hands by 1980, together with three-quarters of the radio set market and over two-thirds of colour TV production.

## Belgian fascists build memorial to SS men

**FLEMISH fascists in Belgium have erected a monument to their co-thinkers who fought in the Nazi SS against the Soviet Union.**

The monument, at Stekene, west of Antwerp, was erected by the Vlaamse Militante Orde, a far right-wing organization which is now formally dissolved.

It was put up despite a ban by the local authority, and the mayor of Stekene is now seeking leave to take the case to a higher court.

The 'Bloc National Belge' a war-veterans' organization, has described the memorial as a 'public homage to treason' and added: 'It is obvious that the annual SS reunions at Flensburg

and Munster will now be held at Stekene.'

Three years ago, when the project was first mooted, the fascists were driven out of Stekene by Belgian ex-servicemen and trade unionists.

**THE** government is setting up a special board to deal with the resettlement of Ugandan Asians holding British passports, Home Secretary Robert Carr announced yesterday afternoon. He said discussions with other Commonwealth countries were underway to ensure that UK passport holders who wanted to go to countries other than Britain should be allowed to do so.

## Chile farm take-overs are bungled

**CHILE'S** worsening agricultural crisis is creating great problems for the Popular Unity coalition headed by president Salvador Allende.

Luis Corvalan, the Communist Party general secretary, told the party's plenum in Santiago earlier this week that agricultural production had increased only by about 2 per cent.

'The country has not succeeded in untangling the economic problems preventing the increase of food production...' he said.

'Food prices have up to now been fixed almost from day to day. Our main error has been to drop our guard in the countryside.'

The Communist Party's chief contribution to the Popular Unity's agricultural policy has been vigorous denunciations of

## What we think

### THE 'MORNING STAR' AND JACK JONES

The Communist Party's strategy of promoting the 'left' trade union leaders is now exposed for all to see. This strategy has been a cover for avoiding a fight to bring down the Tory government.

No trade union leader has been more consistently presented by the 'Morning Star' as a good workers' leader than Jack Jones of the Transport and General Workers' Union.

Even when Jones sold out the 1970 dock strike—the first clash between the working class and the Tory government—he was protected by the 'Morning Star'.

Today Jones not only seeks to sell out the dockers' strike for a few worthless promises—he hides behind the capitalist police and is enthusiastically supported by all the millionaire press.

He is praised to the skies while his members are reviled as 'vicious animals', assaulted by the police and fined hundreds of pounds in the bourgeois courts.

This 'left' lines up openly with the bourgeois state against the working class. Yet not a single word of condemnation of Jones has appeared in the 'Morning Star'.

On the contrary, Jones' claim that work and housing was being prepared on 'hundreds of acres of London's dockland' was reported in Thursday's 'Star' without comment.

And Friday's 'Star' went even further. It listed the small ports which had decided to return to work. It quoted Jones's appeal for an end to the strike. It reported the scandalous condemnation of the dockers by the leaders of the National Union of Journalists. All without comment.

And it even joined the chorus about 'dockers' violence'. Dockers, it declared, 'may not use the best methods to express grievances'.

But, above all, though it is compelled to declare support for the strike and to urge solidarity 'blacking', the 'Star' nowhere calls for united action by the working class to bring down the Tory government.

It twists and turns in all directions to avoid having to call for a fight to construct a new leadership to replace Jack Jones, now totally discredited in the eyes of thousands of dockers.

The 'Star' also attempted yesterday to cover up for builders' union general secretary George Smith. He was given a full-page interview to claim the building unions were not on

the point of signing a sell-out deal with the employers last week.

In fact on August 2 the trade union side of the industry's negotiating body agreed unanimously to recommend acceptance of a deal which only gave a basic of £23 and which contained a no-strike clause.

The Communist Party is building up TUC General Council chairman Smith as a preparation for the retreat from the claim through company agreements. Building workers, like dockers, must fight the Stalinists' protection of the union leaders.

The Socialist Labour League, in contrast to the CP, demands the reconvening of the T&GWU conference where Jones must be made accountable.

We call on all unions to organize immediate solidarity action with the dockers. We campaign for the immediate recall of the TUC to plan united action of the whole working class to bring down the Tory government.

We fight to construct Councils of Action to build this unity in struggle against the Tories and their agents in the labour movement.

Unless this is done, the trade union leaders will continue to betray their members and use the force of the state against them. Trotsky warned that in the epoch of imperialist decay the trade unions would either be transformed by Marxists into instruments of revolutionary struggle, or be transformed by reformists into instruments to control the working class on behalf of capitalism.

This is the issue facing trade unionists today.

The Communist Party, based on its reformist 'British Road to Socialism', argues that capitalism will peacefully hand over its wealth and power to the working class. It opposes revolutionary struggle against capitalism.

That is why it consistently presents men like Jack Jones as leaders who can be trusted.

As a result of this miseducation, CP militants are left unprepared for the betrayals of these leaders, who are now co-operating with the ruling class in seeking to isolate and divide the dockers.

Only in struggle against Jones and the class-collaborators at the head of the trade unions can the working class deal with their main enemy.

In covering up for Jones, the 'Morning Star' consciously assists in the plot to defeat the dockers.

productive.'

The party also complains that the 'peasant councils' supposed to group the agricultural workers have been created 'from above' and are dominated by the landlords.

The urgency of the situation is underlined by the shortage of meat and vegetables in the cities, where there are now sometimes queues for basic food-stuffs.

The Socialist Party has calculated that the country will need to import \$400m-worth of food and \$100m-worth of farm machinery this year, exacerbating the already grave balance of payments situation.

# Cowley backs strike against sack threat

BY PHILIP WADE

A MASS MEETING of over 5,000 Morris Motors workers at Cowley, Oxford, yesterday decided to stage a one-day strike against plans to sell off a British-Leyland subsidiary.

The meeting heard appeals for support from shop stewards from BLMC's heavy transmission plant of Transport Equipment Thornycroft, Basingstoke.

A recommendation for a strike on August 28, endorsed last week by senior shop stewards from throughout the combine, was put by the



Lord Stokes

## Machine tool strike to go on

SETTLEMENT of the national engineering pay claim will not affect the strike at Snyder Ltd, Waddons Brook, Staffordshire.

The strike—now in its third week—will go on at the special machine tools factory, says works convenor Gilbert Mould.

Mould says that his members were already earning more than the new national basic of £25 offered by the Engineering Employers' Federation to the Confederation of Shipbuilding and Engineering Unions.

The district committee of the Amalgamated Union of Engineering Workers, of which Mould is a member, has declared the strike official.

A strike committee has been formed and all branches of the AUEW circulated for financial support. All convenors at the main factories in the area have been contacted for support.

The Girling works at Cwmbran have been asked for assistance and a service engineer at the factory where Snyder's machines are installed has been turned away.

Fords, Dagenham, and a British-Leyland Rover factory have agreed to back the strikers.

Cowley stewards and carried.

Over 1,000 Thornycroft workers have now occupied their factory to stop plans to sell the company to the American-owned Eaton Corporation of Ohio.

Eaton plans to make about 350 of the work force redundant immediately they take over on October 1. British-Leyland sold the factory for £2½m.

The 50-acre site on which the factory stands has been sold to a recently formed property company, English and Continental Property, also for £2½m.

Workers worried about the future of the plant itself point to the fact that Eaton's only have a three-year lease from E&CP.

This is just about the right amount of time needed to close down operations completely.

'This is the sixth factory sold by British Leyland in recent years,' Alan Thornett, deputy senior shop steward at Cowley, told yesterday's mass meeting.

'In three years Leyland's labour force has been reduced by 10,000 a year, from 190,000 to 160,000.

'The combine committee took an extremely serious view of Thornycroft because there was no need for the factory to close.'

The work was going outside the combine and out of the country, he added.

'The company is being sold to raise cash for other capital investments in Europe. Lord Stokes is selling factories to expand operations in France.'

The joint shop stewards' committee at Cowley had been unanimous in support of the stoppage. British Leyland could not take these decisions with impunity.

'You may think a one-day strike is insufficient.

'That's not the issue. This is the sixth factory and the first time action has been called. Thornycroft can't fight this battle alone,' said Thornett.

Gordon Jones, Amalgamated Union of Engineering Workers' convenor at Thornycroft, said Leyland, by selling the factory and the land, were selling the workers' skills.

'They have reneged on an agreement with us and with national officials and can't be allowed to get away it,' he said.

Thornycroft clerical workers' representative Jim Bryer told the meeting that Leyland still wanted to raise another £20m in cash by selling factories.

If the Basingstoke men lost their jobs they wouldn't get



Morris Motors workers vote for strike action

another one for 20 miles around. 'Without your support we're completely dead. Let's stop the rot and let Leyland recognize the combine committee as a tiger with some teeth,' he said.

From the Cowley meeting, Thornycroft representatives travelled to Birmingham to seek support among more British Leyland workers.

**THE IRISH** television network RTE has been asked to stop co-operating with the South African Broadcasting Corporation, which is establishing its own television service.

South African Corporation officials have been in the Republic of Ireland gaining technical experience and looking for staff. Members of the television section of the Irish Transport and General Workers' Union protested at the arrangement and called for its termination.

They also urged their members not to take jobs in South Africa.

The union said: 'There can be no doubt that the South African Television Service will be used, as the present radio service, to propagate a doctrine of racialism and white supremacy.'

## CAV bonus dispute may escalate

SKILLED toolmakers at CAV's Acton plant are still refusing to release finished tools to the production lines.

They are quite willing to return to normal working but the management is insisting that their bonus must be changed.

The men began their action five weeks ago in support of laboratory workers who were on strike.

## Canteen women picket factory

THIRTY-ONE women canteen workers at the main Courtauld's factory in Coventry are in the third week of a strike for a 5p-an-hour increase. They are being supported by a few cleaners who came out in sympathy.

The strike has been declared official by the Transport and General Workers' Union; Ron Marsden, the organizer is attempting to get the firm to accede to the women's demand.

Mrs Samsons, the shop steward, told Workers Press:

'We put in for this rise six months ago. At first the firm only offered 3.25p per hour. Now they are offering 4p per hour—but we want the full 5p per hour.'

Other pickets told us that they have not had a rise in wages for three years. The current

wage is £14 for a 40-hour week but many canteen workers only work 25 or 30 hours a week.

The canteen workers have had sympathetic response from the factory workers. Shop stewards have promised to help on the picket line.

The executive directors have been forced to go to local 'clubs' for their lunch.

### Socialist Labour League

#### FOUR LECTURES

#### THE THEORY AND PRACTICE OF MARXISM

given by

G. HEALY  
(SLL national secretary)

1. Marxism as the theory of knowledge  
Tuesday September 5

2. Development of Marxism through working-class struggle  
Tuesday September 12

3. Nature of the capitalist crisis  
Tuesday September 19

4. History of materialism today  
Tuesday September 26

### AEU HOUSE

Mount Pleasant

Liverpool 1, 7.30 p.m.

### 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.

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

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

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

NEWCASTLE: Wednesday August 23, 7.30 p.m. Hotspur Hotel, Haymarket.

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MOTOR insurance firms in Eire are seeking 'urgent talks' with the country's Minister for Industry and Commerce, Patrick Lalor, over the crisis in car insurance.

A spokesman for the Institute of Insurance Brokers of Ireland said that it was almost impossible for any driver under 25 to get insurance cover. Within a few months new drivers might find that cover was unavailable, he warned.

Of the 11 companies, several of them British subsidiaries, operating in the motor insurance field in the Irish Republic, only three or four were accepting new business, he said.



# CZECHOSLOVAKIA INVADED

BY TOM KEMP

Four years ago, late on the night of August 20, 1968, heavily armed units of the Soviet, East German and Polish armed forces rolled into Czechoslovakia and took up position throughout the country.

They met with universal hostility, but little active opposition. Prague radio had called on the population not to resist.

So ended the brief period of liberal reforms in which a wing of the bureaucracy, led by Alexandr Dubcek, tried to give itself 'a human face'.

Unable to call on the working class for a struggle against the bureaucracy, of which it was itself a wing, the Dubcek leadership found itself swept aside. Direct nominees of the Kremlin were brought back into power.

The Warsaw Pact troops were told that they were being sent to Czechoslovakia to forestall a capitalist restoration and outside intervention. There was never any danger of this kind. Indeed, Washington

had been informed of the invasion and neither it nor its NATO allies had any intention of intervening in the country.

The invasion was aimed against the working class. The armoured columns occupied Prague and the industrial centres. They did not take up positions on the frontiers with the capitalist countries where strong units of the Czech army were already stationed.

The troops were required in order to prevent the weak and vacillating Dubcek regime from being swept aside by a great upsurge of the working class. It was no accident that the intervention followed so soon after the events in France of May and June in which the Communist Party had played a counter-revolutionary part in preventing the General Strike from becoming a struggle for power.

Whatever propaganda use the imperialist media made of the invasion, the capitalist states were happy to see the Warsaw Pact armies forestall a revolution which would have broken the existing political equilibrium in Europe and threatened capitalism in the West.

What is the projected European Security Pact about if it is not to enable the bureaucracy to remain master in its own house and deal with the working class in whatever way it thinks fit? The meaning of 'peaceful co-existence' was powerfully demonstrated in August 1968.

Behind the events of August was a long-maturing crisis which had erupted in Czechoslovakia in the Spring of 1968. For many years after the coup of 1947, which established the Communist Party in power, Czechoslovakia appeared to be the model Stalinist country of Eastern Europe. Already highly industrialized and comparatively prosperous, it was under the control of a seasoned bureaucracy led by Clement Gottwald and later by Antonin Novotny.

The events of 1953 in Berlin, and even the Hungarian Revolution of 1956 and the events in Poland in the same year, had little effect on Czechoslovakia. The men of the Stalinist apparatus appeared to be firmly in control. They had risen to power after the massive purges of the 1949-

1954 period and continued to rule through censorship and the secret police.

There was a deep fear among Party and government leaders that any 'liberalization' would bring up the question of the trials and purges which swept the country after 1948. Ordered by Stalin, supervised by the Soviet security police and carried out by the all-powerful Czech secret police, the purges were carried through with great thoroughness.

Thousands of local communists were imprisoned or shot. Show trials were organized on the lines of the Moscow Trials of the 1930s. Principal defendant in the main trial was Rudolph Slansky, who had himself built up the security apparatus which was later to arrest and frame him.

The men who held power under Gottwald and Novotny were guilty men. They had signed the death warrants of many of their former Party comrades that they knew to be innocent. They had climbed into their jobs over a pile of corpses. They knew that the trials were frame-ups. They

knew that the purges were completely unjustified. They feared the anger of the masses.

Beneath the exterior of calm which Czechoslovakia presented in the 1960s to the outside world or the casual visitor a deep-going ferment was taking place. It first of all found expression among the students and intellectuals. It spread to wider sections of the youth and began to affect the working class, even those most loyal to the Communist Party.

The Party had, after all, deep historic roots in the Czech working class which went back to the 1920s. The strength of this working class, in a highly industrialized country, was a force to be reckoned with.

What helped to bring the welling discontent and criticism of the Stalinist regime to the surface was the virtual economic breakdown after 1936. This was the fruit of 'socialism in one country' and lavish adherence to the Soviet model of planning.

## DISSENT

A reform trend began to appear in the party leadership and among economic administrators. Kept in check at first by Novotny, who was considered a 'reformer', a growing volume of criticism began to

be heard in the factories as well as in the universities.

Once the Novotny regime's failure to make any substantial changes became apparent the dissent and criticism began to assume a sharper form. By the end of 1967 and the beginning of 1968 the solid mass of the Czech working class began to move into action. Novotny was pushed aside and hopes for a change were focused on Dubcek.

For a few months, especially after March 1968, the new Dubcek regime made a series of important concessions. There was a new atmosphere of free discussion and debate, a pre-revolutionary ferment which caused increasing alarm in the Kremlin.

Representing a wing of the bureaucracy which had no intention of relinquishing power and wishing to find a *modus vivendi* with the Kremlin, Dubcek soon reached the end of his possible concessions. But the working class was not only just beginning to appear on the scene as an independent force.

It turned, as might have been expected, to its traditional organizations—to the trade unions and particularly to the Communist Party. Usually dull and untroubled meetings became the theatre for unprecedented discussion, debate and decision-making.

Step-by-step, as the result of a bitter struggle, workers

forced the new leadership to grant them rights which existed on paper but had never been exercised in practice.

The Dubcek leadership was thrust into an increasingly contradictory position, facing the demands from the working class on the one side and the growing hostility of Moscow on the other. Until the invasion of August 20, Dubcek lived in the hope that he could, with Moscow's consent, find some way out of the impasse.

At all times he held back the working class and prevented its emergence as an independent force. The invasion brutally destroyed his hopes. Carted off to Moscow he was forced to sign a secret protocol rescinding the reforms of the 'Prague Spring'. The bankruptcy of 'socialism with a human face' was complete.

Dubcek's capitulation did not destroy the illusions in him held by many workers. Until the following April, when he was dismissed, he continued to perform a useful service to the bureaucracy. He became the figurehead for the process of 'normalization' in which the gains of the previous few months were wiped out.

Under the protection of Soviet tanks and the armed forces of the Warsaw Pact countries, the Czech bureaucracy launched vicious repressions against those who were prominent in the events of 1968. Many intellectuals and workers were dismissed

from their jobs. Students were forced to give up their courses.

The sorry story of arrests and victimization still goes on, four years after the invasion. That invasion was condemned, in words, by a number of communist parties, including the Communist Party of Great Britain, which had expressed their support for Dubcek. They have done nothing, and do nothing today, to oppose the repressions.

The Czech working class showed its strength in 1968 by defying the bureaucracy, by supporting the secret 14th Congress of the Communist Party held under conditions of occupation in August.

## NO PARTY

What was lacking was a leadership, a party and a perspective which could overthrow the bureaucracy and establish the power of the working class. This could not be done within the confines of a single country like Czechoslovakia. It is a task for the working class of the whole of Eastern Europe and of the capitalist countries on the programme of the Fourth International.

The lessons of Czechoslovakia in 1968 reinforced those of Hungary in 1956 and were to be manifest again in Poland

in 1970 in the Baltic 'food riots'.

The working class of the capitalist countries has powerful allies in the working class of Eastern Europe and the Soviet Union. But only revolutionary parties on the programme of the Fourth International can defeat their common enemies—the bourgeois ruling class and the parasitic bureaucracy.

In a statement issued immediately after the invasion of Czechoslovakia in August 1968 the Political Committee of the Socialist Labour League issued a statement under the slogans: Arm the Czech workers! No capitalist restoration! Withdraw the Soviet troops!

Speaking of Dubcek and the tendency which he represented it said:

'The path of liberal reform by a section of the bureaucracy, with the working class having no revolutionary programme and leadership has now proved itself once again: it opens the path to capitalist restoration on the one hand, and military-bureaucratic repressions on the old Stalinist style on the other.'

This was the role of Dubcek. This is why we warned in July:

● No political support for the Dubcek regime.

● For the political revolution of the Czech workers!

Now the Dubcek regime has led directly to the present

situation. Only the political revolution of the working class can defend the nationalized property in Czechoslovakia...

Above: a tank burns on the streets of Prague in August 1968.

The working class in Britain must support the struggle of the Czechoslovak workers against Stalinism. Only through that struggle will they be able to secure the socialist property relations.

Our support for the Czech workers is support against imperialism, against all those anti-communists who are given ammunition by the Soviet intervention. In the event of any capitalist intervention, we would unhesitatingly fight for international working-class support for the armies of the Warsaw Pact.

We appeal to all members of the Communist Party to immediately face up to the lessons of the Czech events, following so closely on the counter-revolutionary role of Stalinism in France.

There is no way out of the Stalinist crisis except along the path of the programme of the Fourth International. Gollan's support for Dubcek, like that of the Italian and French communist parties and of Tito and Ceausescu, has only helped prepare the way for the present situation.

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

# THE PRICE OF CAPITALIST PROGRESS

FINAL PART BY STEPHEN JOHNS

At one time the life of a docker was a continual battle for survival. Each day he would brace himself for the humiliation of the free call. There he would vie with his fellow workers to sell his carcass to the employer.

Ben Tillet, one of the fathers of trade unionism on the docks, described the scene at the call:

'In a building that would hold very few in comfort, men were packed tightly unto suffocation, like the black hole of Calcutta, and those struggling men fought desperately and tigershly, elbowing each other, punching each other, using the last remnants of strength to get work for an hour or half an hour for a few pence.'

Out of this kind of degradation and misery the dockers' militancy and solidarity was forged. It was a bitter struggle against rapacious employers all the way.

Now, when technology offers the prospect of a respite from wage slavery, back-breaking and dirty work, the dockers once again are threatened with insecurity and unemployment.

But this is the nature of capitalism. It uses technology not to promote human advance and welfare, but as far as it can, for profit and self gain.

Containerization could mean a new era for the dock worker. It could bring far shorter hours, better wages—and at last the real chance for dockers to develop their potentialities as human beings.

But in the grip of the shipping and transport monopolies it is turned into the opposite—a thing to be feared, a system which once again oppresses the working class and pits worker against worker.

Even the capitalists themselves have learned to fear this development.

So like the shippers on the North Atlantic they turn round and throw some massive cordon around trade, herd themselves into cartels in a bid to choke the arteries of trade for their own benefit.

And all the time the equilibrium of the monopolists is threatened with collapse by the prospect of a slump in world trade—its product of a system they have created in their own image.

It is simply that the techniques of production themselves are incapable of being developed within the pressing and sterile confines of the system of private ownership.

If the crisis sharpens the employer is forced to embark on an orgy of destruction. So we have the spectacle of ships wasting away in the harbours of the world while the dispossessed in all the colonial and semi-colonial nations cry out for food and commodities.

Throughout the transport industry technical advance offers only one prospect to the working class—unemployment.

What it has meant on the docks has been recorded in this series. But it is the same in every sector.

## ADVANCES

On the railways the introduction of freightliners has meant redundancies. The most recent example is at Lambeth where 200 rail workers are to lose their jobs because traffic is to be containerized on the freightliner network.

In the power industry mechanization and the development of new rules has meant the dole for half Britain's miners; in the car industry new systems of automation mean more intensified work massive redundancies.

On the docks further advances only hold out the prospect of more enormous cuts in the labour force.

There is talk of transporting containers by barrage balloons or helicopters. In private hands this would mean the extinction of the ports themselves.

Already the first SEABEES



have journeyed up the Thames. These master ships disgorge their family of barges, which can sail far up-river and avoid completely the need for dock labour.

The question in every dockworker's mind is: how can these developments be made to benefit his community and his family.

Let no one argue that the dockers are against modernization.

Those middle-class individuals who would call dockers 'Luddites' should be put to work handling stinking hides, rotting meat or carbon black from the dark suffocating holds for the conventional cargo liners.

Indeed there are many, many examples of dockers themselves forcing the pace of modernization.

In Hull the origin of the 'Blue' union was in a dispute arising from a dockers' demand to mechanize the handling of grain.

Both the Transport and General Workers' Union and

the employers declared that this was impossible. (What the employers really meant, of course, was that under existing circumstances it was not profitable.)

The union leaders must bear a major responsibility for the present impasse. They were directly responsible for splitting the labour force.

In part nine we saw how the Transport and General Workers' Union went ahead and recruited in the container bases and unregistered ports.

What is more they did this with the full knowledge that the work involved originated on the docks. But the conditions they accepted on behalf of their members were inferior to those of the dock workers.

If there is a split between dockers, warehouse workers or drivers today, it was laid two or three years earlier by their own union.

The recruiting on this basis not only laid the grounds for later dissension in the ranks but demonstrated the leaders'

contempt for the rights won under the National Dock Labour Scheme.

But the working class cannot afford to be split.

It must stand as one against this wholesale onslaught on its basic rights and conditions.

There is more that unites the docker with the driver and the warehouse worker than divides them.

They all face the new techniques that continually threaten their livelihoods. They all face a Tory government determined to solve the crisis capitalism faces at their expense.

Surely the unity in struggle that was immediately demonstrated when the five London dockers were jailed can be rediscovered in this fight.

The issues are as fundamental and universal: in the one case the right to peaceful picketing, in the other the right to reap the full benefits instead of the punishment of technical progress.

The question remains how are dockers to win this fight?

Can they, for example, win permanent security from more container base jobs and the registration of all the ports?

We have argued in this series they cannot.

All the jobs in every base in the country could not solve the crisis they face.

In part three we argued on evidence that there might be a total of 2,000 jobs involved. This would not even absorb the current unattached register in Hull and London, let alone the 10,000 redundancies the employers say they want in the next few years.

## OWNERSHIP

This solution ignores the plight of the container base workers. They are trade unionists and workers—are they to retire to the dole?

Again it can only be emphasized that containerization and the allied improvement in world transport is a system that needs less labour power.

In the hands of the private employer this will mean fewer and fewer jobs. The issue on the docks in other words goes right to the rotten heart of capitalism.

The ONLY solution is progressively shorter hours and better pay. But then the capitalist wails: 'I can't make money that way. I will go out of business.'

The workers might reply—'exactly'. For the fight over containerization raises directly the issue of the ownership of the means of production.

If the working class owned the docks, the wharfs, the shipping lines and the container bases, the problem of unemployment would vanish.

It would simply be a matter of making a rational decision on how much of our resources should be devoted to this or that trade. Naturally the emphasis would be on producing the food and commodities the working class and the peasantry of the world wanted and ensuring their transportation as efficient as possible.

Dockers, transport workers, print workers, engineers marching in support of the five jailed dockers

Already the dockers' struggle has come near to forcing a General Strike.

And the first task on the agenda remains the removal of the Tory government.

The nationalization of the docks, shipping and land transport industry cannot be envisaged if the Tories remain in office. This demands a Labour government.

If the working class rallied round the dockers and forced this government out they would be able to deal with the reformists in the Labour movement who shrunk from the task of taking over the means of production.

This is the dockers' perspective.

In their struggle, the struggle of every worker is embodied. The question of progress is a class question. The working class can only reap the benefits of technology if they control the means of production.

# A POLICY FOR DOCKERS

NATIONALIZATION of the land transport industry, the docks and the shipping lines, without compensation under workers' control.

A CONVENTION of the docks unions, the transport unions and the National Union of Seamen to lay down the guidelines for nationalization. The convention should consist of representatives elected by the rank-and-file and subject to immediate recall.

This policy demands a fight to force the Tory government to resign.

The incoming Labour government should pledge to carry through nationalization within the first few months of office. In the meantime these reforms should take immediate effect:

- Reduction in the hours worked each week to absorb all surplus dock workers with no loss of pay.
- Employment of all temporary unattached men at full average earnings.
- The registration of all port and container bases.
- The extension of the National Dock Labour Scheme to transport and warehouse workers.

From the Dockers' Tanner Strike 1889 to Devlin 1967. An historical series on the organization of the dockers by Jack Gale

# THE 1912 DEFEAT

## PART 3

1911 and 1912 saw an upsurge in strike action. Late in 1910, 120,000 cotton workers struck in Lancaster. At the same time there was a 14-week lockout of all boiler-makers on the North-East coast.

In June 1911 the seamen and firemen in Southampton won higher wages and overtime rates. In August troops were called out against the dockers in Liverpool.

The 1911 national dock strike, discussed in the previous article, won substantial gains. 1911 also saw the first national railway strike in Britain. Once again, the troops were called out and two railwaymen were shot dead at Llanelli.

But the greatest victory of all was the winning of the minimum wage for 850,000 miners after a national strike. Lenin hailed this as the dawn of a new epoch:

'The British proletariat is no longer the same. The workers have learned to fight. They have become aware of their power.

'They have ceased to be the meek lambs they so long seemed to be to the satisfaction of all the champions and extollers of wage slavery.'

The inspiring victory of the miners was a major factor in the decision of the London docks unions to launch an offensive against the employers to enforce the closed shop. This conflict, however, revealed all the weaknesses of these unions.

The Stevedores' Union and the National Transport Workers' Federation was anxious to gain uniform rates of 8d or 1s for all work on overseas vessels. They were also eager to force the employers to pay the new rates for sailing barge work which had been agreed after the 1911 strike but which the employers had so far evaded paying.

Neither of these demands had much chance of being gained as long as the employers could freely hire cheap non-union labour.

In May 1912 the lightermen struck work because an ex-foreman would not join the union. The workers saw the transfer of this man as a deliberate provocation by the employers to smash the union and they were determined to meet the challenge.

Feeling was strong in the whole Port of London, and the NTWF quickly made the strike official and general throughout the port.

The government hastily appointed the Clarke Enquiry but the employers were spoiling for a fight in order to recoup what they had lost in the 1911 strike (see previous article).

Led by Lord Devonport, chairman of the Port of London Authority, they refused to accept anything less than unconditional surrender by the unions.

The employers' offensive was spearheaded by the Shipping Federation, established immediately after the 1889 strike with the avowed aim of smashing trade unionism on the docks.

In one of its earliest statements the Federation told the Dockers' Union that it would henceforth be confronted by 'a close combination of the entire interests of the British Mercantile Marine' and advised it that it had 'better be constrained to exercise greater



circumspection than hitherto in determining the expediency of the demands of its members.'

By 1911 the Shipping Federation had established a special 'Labour Department' which operated three vessels—the 'Lady Jocelyn', the 'Paris' and the 'Ella'—which were fitted out to house and transport scab labour under police escort to any port with a dispute. The department also maintained an ocean-going tug and a number of motor launches.

(It's worth mentioning, however, that an attempt to sail scabs to Cardiff during the 1911 strike was effectively sabotaged by a supporter of the strike who got a job as cook on the 'Lady Jocelyn' and doctored the scabs' food.)

But during the 1912 strike the major weaknesses of the unions and the NTWF emerged. For one thing, there had been a neglect of the provincial ports.

Indeed, during the 1911 strike the NTWF and the London-based union leaders had lagged behind the men. In Hull, Manchester Liverpool and Cardiff the strike had been led not by these officials but by local—and usually unofficial—leaders.

Thus when the NTWF called for a national strike in 1912 they were unable to pull the provincial port workers (except in the Medway ports) on what was seen as a purely London issue.

The neglect of the provincial ports not only isolated the London men but it enabled the Shipping Federation's Labour Department to draft in the staggering total of 13,000 non-union workers to break the London strike.

By the end of July—despite substantial financial aid from dockers in Australia America and Germany—the strike was broken and the NTWF admitted defeat.

A vicious wave of victimization followed. Men who had done little more than distribute leaflets found every

avenue of employment on the docks closed to them.

The result was a huge decline in dockers' trade unionism. This occurred mainly in the Dockers' Union, which organized the unskilled workers, but the Stevedores' membership also declined drastically. It fell from 8,000 to 5,000 within two years.

This period of decline depressed militancy and the right-wing came to the fore.

In 1913, for example, Ernest Bevin—later to become general secretary of the Transport and General Workers' Union, a stalwart of the right in the Labour Party, Minister of Labour in Churchill's wartime coalition and Foreign Minister in Attlee's post-World War II Labour Government—became assistant secretary of the Dockers' Union.

The same conditions which facilitated the growth of the right wing encouraged the employers, flushed with victory, to launch an immediate onslaught on trade unionism.

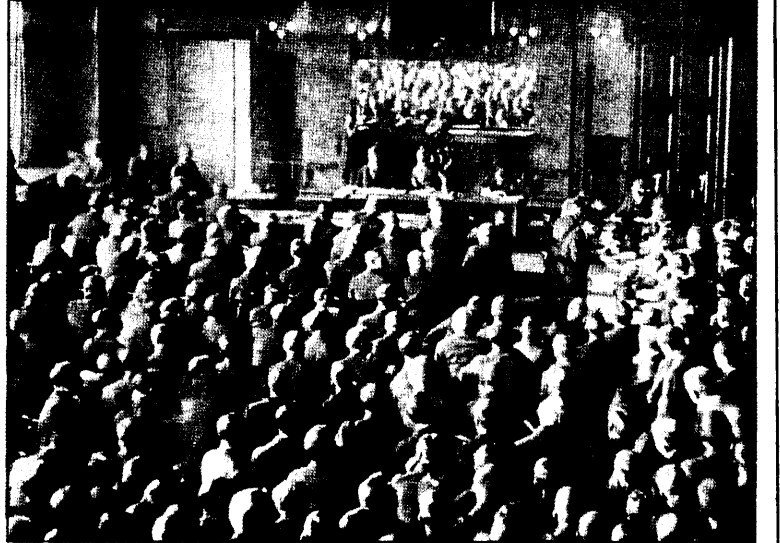
Their first step was to transfer the 'call-on' to inside the dock gates, thus preventing a check on union cards.

More important even than this, however, the employers were able to utilize the conditions of defeat, decline and demoralization to play off the Dockers' Union and the Stevedores' Union against each other.

Instead of fighting to arrest the decline of union organization, the Stevedores' leaders concentrated on preserving special craft rates and jobs for their own members, regardless of what happened to other workers.

The Dockers' Union leaders, for their part, co-operated with the shipping lines in transferring stevedores' work to dockers at a lower rate.

The conditions of the workers were thus driven down while their leaders bickered over their sectional differences. This continued until the outbreak of war in 1914, despite some attempts to form a gen-



Top: dockers' leader, Ben Tillet (centre) before a conference of the Board of Trade in 1912. Above: the Clarke Enquiry in session.

eral federation of portworkers' organizations.

In fact, the Transport and General Workers' Union, rapidly to become the most powerful union on the docks, was not formed until 1922.

During World War I, the portworkers' unions joined the chorus of labour leaders praising British imperialism (despite Bevin's early speeches calling for international workers' action to stop the war!)

Trade union and Labour Party leaders fell over each other in their rush to serve the state. Verbal opposition soon gave way to paroxysms of patriotic fervour—in which none excelled the dockers' leader Ben Tillet.

The joint board of the TUC, the Labour Party and the General Federation of Trade Unions hastened to proclaim a political and industrial truce.

The union leaders (without consulting the men, of course) agreed to no strikes, compulsory arbitration and waiving of restrictions on hours, overtime and untrained labour. They accepted the Munitions of War Act embodying these conditions.

In June, 1915, the Labour Party agreed to participate in the Asquith coalition.

At no time did these leaders raise the slightest protest against the flagrant price increases and profiteering that continued throughout the years of slaughter.

In fact, so low had the leaders of the workers' organization sunk, that even Beatrice Webb was constrained to describe the 1915 Trades Union Congress in these words:

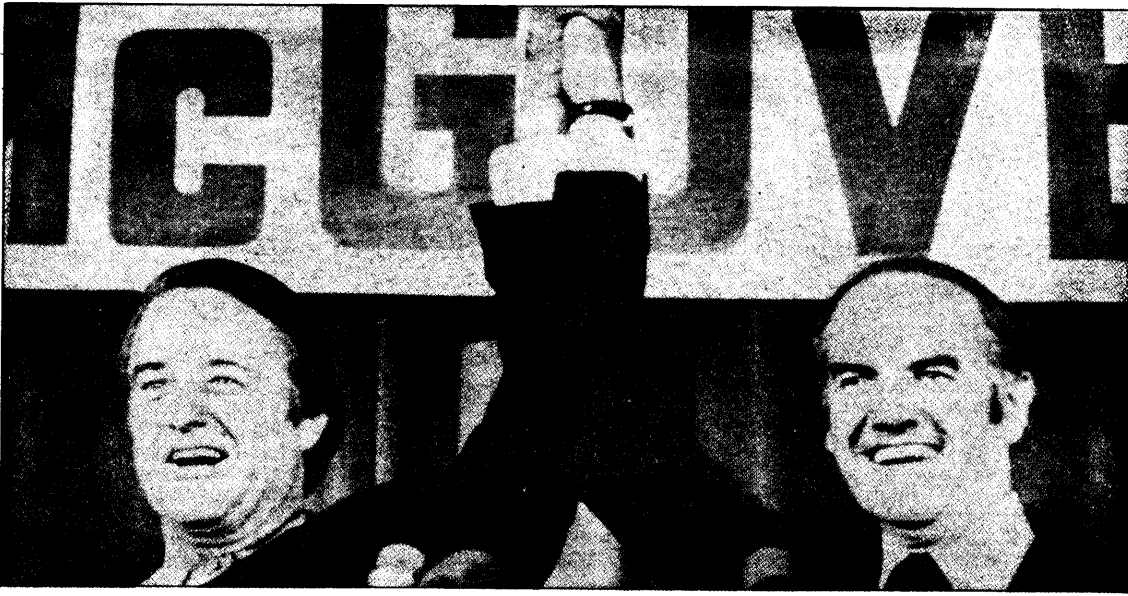
'The leading men have grown fatter in body and even more dully complacent in mind than they were 20 years ago. . . . What the delegates enjoy is a joke. Indignation is felt to be out of place.

'There is no anti-government feeling, no determination to get evils righted. In so far as there is any feeling it is reserved for jealousy between leaders.'

But, despite all this, the employers—and not least the port employers—were unable to destroy trade unionism. Since the 1889 dockers' tanner strike, organization in the ports was here to stay.

CONTINUED

<sup>1</sup> Lenin 'On Britain' p. 152.  
<sup>2</sup> 'Ernest Bevin' Francis Williams pp. 42-43.



Above left: Sargent Shriver holds hands and grins with new friend George McGovern

## WHO IS SARGENT SHRIVER?

The selection of R. Sargent Shriver to replace Thomas Eagleton as the Democratic Vice - Presidential candidate points up the tremendous crisis facing the Democrats as the economic crisis deepens and the working class resists the attacks of the capitalists on every front.

Shriver is the brother-in-law of the late President Kennedy, the late Senator Robert Kennedy and the current Senator Edward Kennedy. He is the direct representative in the 1972 campaign of the Kennedy wing of the Democratic Party.

The new candidate comes to his post with impressive credentials as a man dedicated to the defence of capitalism. He started his climb upward in the world of business and politics as the head of Chicago's Merchandise Mart, after being given this position in the 1940s by Joseph Kennedy, patriarch of the Kennedy clan.

In 1953 Shriver secured his position further by marrying Eunice, the third of the Kennedy daughters, in a ceremony performed by New York's Cardinal Spellman.

Throughout his career Shriver has demonstrated a thorough opportunism, the same kind of personal drive to climb to the top of the heap which characterized his unfortunate predecessor as Vice - Presidential candidate, Thomas Eagleton.

These men are determined to achieve personal success and power without regard to any principles other than devotion to capitalism.

Their own principles are those of the capitalist entrepreneur himself—individualism, pragmatism, and toughness when it comes down to the fundamental interests of the system, the only thing to which they subordinate their own personal ambition.

Shriver was born in 1915, into a very prominent Maryland investment banking family. He was not marrying above his class when he joined the Kennedy family at the age of 38.

Though his family was hit hard by the Wall Street crash, Shriver was able to continue to attend the most exclusive private schools, and then Yale University in the late 1930s. At Yale he became chairman of the Yale 'Daily News' and a member of Scroll and Key, a senior and secret honour society known, according to the 'New York Times', for its elitism and its lock-step marching around the campus on Saturday evenings.

In becoming chairman of the Yale 'Daily News', Shriver

announced his personal credo as 'Christian, Aristotelian, optimist and American'.

No doubt Shriver's membership in the right-wing, isolationist America First movement during this period was one of the qualities noted with approval by Joseph Kennedy, who was US ambassador to Britain before the war and a notorious sympathizer of Hitler's.

Particularly since his association with the Kennedys, Shriver has built up a reputation as a businessman with a social conscience. This was indeed how McGovern referred to him in announcing his selection.

The particular assets of Shriver are well enough summarized by black Democrat Shirley Chisholm, one of the unsuccessful Democratic Presidential candidates.

Chisholm wrote McGovern a letter praising Shriver as follows:

'He is attractive, personable, and well-liked by a broad cross-section of groups.

'He knows the Hill and is an experienced and respected businessman, but he is equally at home with the poor and minority groups whose affection and support he earned during his tenure as head of the Office of Economic Opportunity.'

Shriver is a good friend of Chicago's Mayor Daley, not the working class.

His liberal reputation only serves the function of trying to tie the workers to the Democratic Party and to capitalism.

His real class loyalties are shown by his views and associations at a time when he did not have to concern himself with polishing a liberal image for the voters.

Shriver's connections to Kennedy, Daley and others are now being desperately grasped by McGovern in his attempt to hold together a campaign which is falling apart at the seams.

The McGovern staff is trying to provide some momentum and direction by selecting a man acceptable to the various wings of the Party which have set out in opposite directions, and above all to the section of the capitalist class which has been backing McGovern but which has been badly shaken by the events of the past two weeks.

The Eagleton fiasco, on top of the neutrality of the AFL-CIO, the hostility of the so-called regular Democrats and the decision of Wallace not to run independently in 1972, has thrown the McGovern camp into a tremendous crisis.

The Vice-Presidential nomination was turned down by at least six prominent names before Shriver was finally selected.

Senators Humphrey, Kennedy and Ribicoff, and Governors Nelson and Askew all turned down the offer.

Then the offer to defeated candidate Muskie was widely publicized, only to have Muskie also refuse it.

The reluctance of many prospective Vice - Presidential candidates reflects a recognition of the acute problems facing the Democrats in 1972.

And these problems are the problems of the capitalist class, no longer able to hold the Democratic Party together as a party of the liberals, the middle class and large sections of workers, on behalf of capitalism.

Eagleton's history of emotional instability, and his decision not to inform McGovern of it at the time of his selection as his running mate, are the personal reflection of a political crisis affecting the entire capitalist class and its two political parties.

Eagleton is not the only man with problems.

Witness the recent difficulties of Mr and Mrs John Mitchell, and Nixon's earlier visits, disclosed after the 1968 campaign, to a New York internist who specialized in psychosomatic illness.

Then we have McGovern's indecisive handling of this delicate problem.

For a week Eagleton remained on the ticket. Then McGovern took nearly a week to find a replacement.

As the ruling-class commentators are now quick to point out, McGovern's 100 per cent support for Eagleton very quickly turned out to be zero.

Those issues on which McGovern had hoped to capitalize are receding into the background, and those on which he must affirm his basic agreement with Nixon are coming forward, together with the movement of the working class in the US and internationally.

This is the meaning of the Pay Board, the gold crisis, the continuing inflation, the wooing of both Moscow and Peking for a counter-revolutionary alliance.

The lesson of the Democratic Party shambles is the need for the working class to intervene with its own policy and its own party.

The only alternative to Nixon and McGovern is a labour party based on the power of the trade union movement.

This is the only answer to every attack facing the working class today, from the Pay Board to unemployment, speed-up, anti-union legislation, rising prices, racism and discrimination and the war.

On every single issue Nixon and McGovern stand together with capitalism and against the working class.

# WORKERS NOTEBOOK

## IT'S AN ILL WIND . . .

World War II brought death and misery to millions of people. But big business knew how to cash in on it. And so did the enterprising God-men.

The advertisement reproduced below appeared in a number of American magazines 1943.

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# One-day strike call from Mersey Trades Council

BY IAN YEATS

A ONE-DAY General Strike in support of the dockers and building workers has been backed in principle by Liverpool Trades Council.

Fifty delegates have agreed to call a special meeting of all Merseyside shop stewards next Tuesday to plan the day of protest during which a solidarity march will be staged in the city centre.

The stewards are expected to ask their members to stop work for the day on Thursday.

Appealing for the Trades Council's support for Merseyside's 10,000 dockers, port steward Jimmy Nolan told delegates at Thursday night's meeting:

'We feel it is essential to get the support of all active trade unionists. We're fighting for our jobs like any other working men.'

Nolan said Liverpool dockers handled 13 million tons of cargo a year, 50 per cent by only 500 dockers dealing exclusively with container traffic.

He said: 'If the port employers get their way they will expect 1,000 men to handle the whole 13 million and 9,000 dockers will lose their jobs.'

'We are on unofficial strike because the union has let us down.'

As far as we are concerned we've got no other way out of this problem. We say to the port employers and the Tory government—we don't want promises, we want guarantees.



Audience at Thursday's Trades Council meeting

'The recommendations of the Jones-Aldington committee had to be rejected. We have attempted in the past to negotiate with port users and ship owners but now they are not prepared to come to any type of agreement on the question of job security.'

'It is essential for the dockers to get the support of all trade unionists, because next week troops could be used. We propose the recall of Liverpool Central Hall shop stewards' meeting and a demonstration throughout the city against the emergency powers and against the Industrial Relations Act.'

The day of protest was given strong backing by builders'

leader, UCATT official Bill Doherty.

He said: 'We are engaged in a very bitter struggle with the most vicious employers in the country.'

The theme of the one-day strike and march will be the right to work.

Deputy chairman of Liverpool Race Relations Commission, Ludvic Hesse, asked the meeting to ensure the protest embraced the problem of youth employment, which he claimed was the cause of recent disturbances in the Toxteth district of the city.

Delegate Bill Hunter pressed the council to make the one-day strike the beginning of a sustained campaign to bring down the Tory government and return a Labour government forced to carry out socialist policies.

He told the meeting: 'You cannot separate the dockers and the builders, and what happened at Toxteth, from the strategy of the Tory government to split the working class.'

He called for the building of Councils of Action to unite all sections of the working class against the Tory government who, he said, were ready to benefit from every split in the labour movement.

The meeting also decided to send a letter to the Press Council to register a strong complaint at Fleet Street's treatment of the dockers.

On Wednesday, Liverpool tenants will stage a mass march and lobby of a special meeting of the Labour Council to urge them not to implement the Tory 'fair rents' Act. The Trades Council agreed to send a letter calling on the Council to stand firm.

ABOUT 1,500 workers at the nuclear submarine base on the Gareloch in Dunbartonshire staged a one-day strike yesterday. The workers are also operating an overtime ban and a work-to-rule in a bid to get the management to review a £1.50 a week pay offer.

# 'Heath out' says Glasgow strike march

FROM OUR OWN CORRESPONDENT

SCOTTISH building workers yesterday staged a series of marches in support of their pay and hours claim. About 40,000 are on strike in Scotland with another 20,000 expected in the next few days.

Six thousand men joined the march in Glasgow, which began from Glasgow Green. They chanted 'Heath out' as they passed through the city streets.

The Scottish secretary of the main building union UCATT, Donald McGregor, has been engaged in the divisive policy of trying to get a purely Scottish agreement.

He said yesterday he was 'disappointed' he hadn't been able to pull off such an agreement.

The building employers have a sharp reply for McGregor's manoeuvres.

R. W. Campbell, director of the Scottish National Federation of Building Trade Employers, said: 'They keep going on about a Scottish agreement.'

'I can tell you there is no possibility of a Scottish agreement, certainly at this point of time.'

'This federation is still committed to national negotiations because we feel the only effective and lasting settlement is by a UK agreement. This is still our policy.'

It certainly is! The building employers are now following the policy adopted by the Engineering Employers' Federation during the engineers' pay claim. They are organizing financial help for strike-hit firms.

In the case of the EEF this meant a £1m kitty was established to pay out money to firms, especially those in the Manchester area, who were under occupation.

All sites in the Medway area, Kent, will be out within the next three weeks, says Jim Duffy, leader of the strike committee.

Duffy, convener at the Isle of Grain power station site, said the response to the strike call had been 'tremendous'.

At his own site the strike call was immediately supported by electricians and engineers.

Yesterday the flying pickets went to ten local sites which had been listed for pulling out.

# Behind the Mersey clerks' dispute

DESPITE the Jones-Aldington committee's bromides that everything is going to be all right for the dockers, rapid changes are still taking place in the industry without any control whatsoever.

The latest development is that the remaining two major employers of dock labour in the port of Liverpool—Ocean Port Services and the Port of Liverpool Stevedoring Co—have announced that they too are closing down in September.

This news follows hard on the decision by A. E. Smith Coggins employing 2,300 dockers to cease operation on September 17.

All three companies are involved in merger talks with the fourth major employer—the Mersey Docks and Harbour Co. Between them, the four employ about 7,000 of the 10,000 Liverpool dockers.

The aim of the merger and the reason for closing down independent operations is to make more money. Instead of all four using separate labour, administrative staff, machinery, shed space and berths to part capacity, a policy of closures will ensure full capacity working.

Under the Jones-Aldington proposals, the dockers involved are promised continuity of employment by being reallocated to

other port employers, now mainly MD&HC.

But the logic of the merger is that not all of the workers should be taken on again.

But despite all the Jones-Aldington promises, there is a clear threat to the dockers too.

The contracts for stevedoring work are with the different shipping lines. The ship owners are the ones who have been setting the pace in looking for better profits through containerization and use of non-scheme ports etc.

Already the Ocean Steamship Co, which owns OPS, has pulled its Far East trade out of Liverpool to container berths at Southampton necessitating 600 dockers being put on the unattached register.

It is significant that the three firms closing down are general cargo handling companies using a considerable amount of dock labour and which have not yet gone over to completely mechanized handling.

If the Mersey Docks and Harbour Co, which was formed only a year ago to take overall control of the port of Liverpool after a controversial Act of Parliament, fails to make good, then the Liverpool dockers will be in deep trouble.

MD&HC's predecessor, the 113-year-old Mersey Docks and Harbour Board, was bankrupt when abolished by the Act.

# Tories plan to market health—NUPE

THE TORY government's proposals for the reorganization of the National Health Service can only lead to the 'eventual collapse of the NHS by private medical schemes which will put health on the market-place and turn the clock back 26 years'.

This is the conclusion of the 41,000-strong National Union of Public Employees, which represents hospital nursing, administrative, technical and ancillary staffs.

In a statement entitled 'How shall we manage the National Health Service?' the union's

executive council says that the proposals in the recent White Paper on NHS reorganization will maintain control of the service by the same kind of self-perpetuating oligarchy that has been criticized by the public, patients and hospital staff for more than 20 years.

The system of selecting and appointing members of the new health authorities is 'constructed to present a façade of democracy while preserving a tight centralized control designed to ensure conformity', the statement says.

The appointment of members

of the Regional Health Authorities by the Secretary of State 'is precisely the same discredited system which has produced Regional Hospital Boards over-weighted with elderly and conservative members who are completely unrepresentative of the public at large'.

And it adds: 'The first essential is to reassert democracy and to end, once and for all, the situation where the NHS is largely beyond the effective control of the people who pay for it, use it and who are employed in it.'

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# TV

## SATURDAY

### BBC 1

12.15 Weather. 12.20 Athlete. 12.45 Grandstand. 12.50 Football preview. 1.15, 1.50 Road to Munich. 1.35, 2.05, 2.35, 3.05 Racing from Haydock Park. 2.20, 2.50, 4.30 International show jumping. 3.20 Rugby League. 4.45 Final score. 5.05 Last of the Mohicans.

**6.05 NEWS and Weather.**  
**6.20 GUNSMOKE.** Dr Herman Schultz MD.  
**7.05 FILM: 'Daleks - Invasion Earth 2150 AD'.** Peter Cushing, Bernard Cribbins. Dr Who science fiction adventure.  
**8.30 IT'S LULU** not to mention Dudley Moore.  
**9.15 A MAN CALLED IRON-SIDE.** Walls are Waiting.  
**10.15 NEWS and Weather.**  
**10.20 MATCH OF THE DAY.**  
**11.20 PARKINSON.**  
**12.20 Weather.**

### BBC 2

9.35-1.00 Open University. 3.00 Film: 'Our Vines Have Tender Grapes'. Edward G. Robinson. Life in a Norwegian-American community.

**7.25 NEWS, Sport and Weather.**  
**7.35 ALL IN A DAY.** The News.  
**8.10 TOP CROWN.** Champion of Champions.  
**8.30 CIVILIZATION.** The Smile of Reason.

### ITV

10.05 Primus. 10.30 Sesame street. 11.30 Lidsville. 12.00 World of sport. 12.05 International golf. 12.45 News. 12.50 On the ball. 1.15 Golf. 1.20 Racing. 2.55 International golf. 3.50 Results, scores, news. 3.58 Wrestling. 4.50 Results service. 5.10 News. 5.15 Sale of the century. 5.45 Sez Les.

#### 6.30 THE COMEDIANS.

**7.00 FILM: 'The Over-the-hill Gang Rides Again'.** Fred Astaire, Walter Brennan, Edgar Buchanan, Chill Wills. Western comedy about three ageing Texas Rangers.

#### 8.20 POLICE FIVE.

#### 8.30 SATURDAY VARIETY.

**9.30 VILLAINS.** Alice Sheree.

#### 10.30 NEWS.

**10.40 AQUARIUS MAHLER FESTIVAL.** Leonard Bernstein and the Vienna Philharmonic Orchestra.

**11.40 PRIVATE VIEWS.** Audrey Russell.

#### 12.25 DOCTORS' DILEMMAS.

**9.20 SOUNDS FOR SATURDAY.** Alan Price and Georgie Fame.

**10.05 EMMA.**  
**10.50 FILM NIGHT.**  
**11.20 NEWS ON 2 and Weather.**  
**11.25 FILM: 'The Prowler'.** Van Heflin, Evelyn Keyes, John Maxwell. Early Joseph Losey film about a corrupt policeman who plans to murder his mistress' husband.



Alan Price, Georgie Fame (BBC 2, 9.20 p.m.); Daleks on film (BBC 1 7.05 p.m.)

### REGIONAL TV

**CHANNEL:** 12.00 London. 5.15 Who do you do? 5.45 Sale of the century. 6.15 Sez Les. 7.00 Film: 'McCloud—A Little Plot at Tranquil Valley'. 8.30 London. 11.40 Weather.

**WESTWARD.** As Channel except: 11.05 Make a wish. 11.30 Lidsville. 11.40 Faith for life. 11.45 Weather.

**SOUTHERN:** 11.30 All our yesterdays. 11.57 Weather. 12.00 Lon-

don. 5.15 Avengers. 6.15 Please sir. 6.45 Comedians. 7.15 Film. 8.30 London. 11.40 News. 11.50 Frighteners. 12.20 Weather. Guideline.

**HARLECH:** 10.30 Sesame street. 11.30 Farming diary. 12.00 London. 5.15 Please sir. 5.45 Sale of the century. 6.15 Sez Les. 7.00 McMillan and Wife. 8.30 London. 11.40 The set up. 12.40 Weather.

**HTV Cymru/Wales as above except:** 5.45-6.15 Sion a sian.

**ANGLIA:** 11.00 All our yesterdays. 11.30 Felix. 12.00 London. 5.15 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 Film: 'Red Tomahawk'. 8.30 London. 11.40 Jason King.

**ATV MIDLANDS:** 11.55 Horoscope. 12.00 London. 5.20 It takes a thief. 6.15 Sez Les. 7.00 Film: 'Port Afrique'. 8.30 London. 10.40 Short story. 11.10 Name of the game. 12.35 Stories.

**ULSTER:** 11.30 Skippy. 12.00 London. 5.15 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 Film: 'Timetable'. 8.25 Summer results. 8.30 London. 11.40 Frighteners.

**YORKSHIRE:** 10.45 All our yesterdays. 11.10 Make a wish. 11.35 Woobinda. 12.05 London. 5.15 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 Film: 'McCloud'. 8.25 Cartoon. 8.30 London. 10.40 Prizewinners. 11.40 Journey to the unknown. 12.35 Weather.

**GRANADA:** 11.00 Sesame street. 12.00 London. 5.15 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 Film: 'The Sleeping City'. 8.25 London. 11.40 Strange report.

**TYNE TEES:** 10.45 All our yesterdays. 11.10 Bush boy. 11.35 Joe 90. 12.00 London. 5.15 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 Film: 'A Little Plot at Tranquil Valley'. 8.25 Cartoon. 8.30 London. 10.40 Prizewinners. 11.40 Journey to the unknown. 12.35 Epilogue.

**SCOTTISH:** 11.30 Casebook. 11.55 Horoscope. 12.00 London. 5.15 Joe 90. 5.45 Sez Les. 6.30 Comedians. 7.00 Film. 8.30 London. 11.45 Late call. 11.50 O'Hara, United States Treasury.

**GRAMPIAN:** 11.45 Beagan gaidhlig. 12.00 London. 5.15 Batman. 5.45 Who do you do? 6.15 Sez Les. 7.00 Film: 'McCloud'. 8.25 Cartoon. 8.30 London. 11.40 Private views.

## SUNDAY

### BBC 1

9.00-9.30 Nai zindagi naya jeevan. 10.30-11.30 The eyes of all wait upon thee. 1.30 Farming. 2.00 Steam horse. 2.25 Made in Britain. 2.34 News. 2.35 Laurel and Hardy. 3.00 Young idea. 3.25 Countryman. 3.50 Film: 'City Beneath the Sea'. Robert Ryan, Anthony Quinn. 5.15 The Onedinn line.

**6.05 NEWS and Weather.**  
**6.15 ALL IN A DAY'S WORK.** Farming.  
**6.50 APPEAL.** National Gypsy Education Council.  
**6.55 PRAISE THE LORD.**  
**7.25 INTERNATIONAL SHOW JUMPING.**  
**8.15 FILM: 'Send Me No Flowers'.** Rock Hudson, Doris Day, Tony Randall. Hypochondriac who thinks he is dying starts looking for a new husband for his wife.  
**9.50 NEWS and Weather.**  
**10.00 OMNIBUS AT THE PROMS.** Viennese night.  
**10.55 INTERNATIONAL GOLF.** Tommy Aaron (US) v Roberto de Vincenzo (Argentina).  
**11.45 Weather.**

### BBC 2

9.00-1.00 Open University. 1.50-6.30 Cricket.  
**7.00 NEWS REVIEW and Weather.**  
**7.25 THE VANISHING HEDGE-ROWS.** Henry Williamson.  
**8.15 MUSIC ON 2.** Workshop: Suzuki.  
**9.10 MARY.** Rhymes and Reasons. Mary Travers with guests Don McLean, Spike Milligan, Reece Elliott.

### ITV

11.00 Morning service. 12.00 Country calendar. 12.20 All our yesterdays. 12.45 Catweazle. 1.15 Stingray. 1.45 Odd couple. 2.15 Big match. 3.15 Film: 'Good Morning, Boys'. Will Hay. 4.40 Golden shot. 5.35 Follyfoot.

#### 6.05 NEWS.

#### 6.15 RETURN OF THE KING.

#### 7.00 SONGS THAT MATTER.

**7.25 DOCTOR IN CHARGE.** Yellow Fever.

**7.55 FILM: 'Two Women'.** Sophia Loren, Eleanora Brown. A widow and her teenage daughter in war-torn Italy.

#### 9.30 WHO DO YOU DO?

#### 10.00 NEWS.

**10.15 COUNTRY MATTERS.** Craven Arms. Ian McKellen.

**11.15 ELEVEN PLUS.** Russell Harty.

#### 12.00 DOCTORS' DILEMMAS.

**9.55 FOR THE NATION.** Two paintings by Adam Elsheimer.

**10.10 THE ROADS TO FREEDOM.** The Reprieve.

**10.55 NEWS SUMMARY and Weather.**

**11.00 WORLD CHESS CHAMPIONSHIP.**

**11.25 ONE MAN'S WEEK.** Ron Geesin.



Mary Travers, Spike Milligan (BBC 2, 9.10 p.m.)

### REGIONAL TV

**CHANNEL:** 11.00 London. 12.05-12.20 Training the family dog. 1.58 Weather. 2.00 Big match. 3.00 Film: 'No My Darling Daughter'. 4.40 London. 7.55 Film: 'Full House'. 10.00 London. 11.15 Avengers. 12.05 Epilogue. Weather.

**WESTWARD.** As Channel except: 12.20 Archery. 12.45 Judo. 1.30 Farm progress. 12.05 Faith for life. 12.10 Weather.

**SOUTHERN:** 11.00 London. 12.37 Weather. 12.40 Talking hands. 12.55 Farm progress. 1.25 Out

of town. 1.45 Bush boy. 2.15 London. 3.15 Film: 'Talk of a Million'. 4.35 News. 4.40 London. 7.55 Film: 'Where Love Has Gone'. 10.00 London. 11.15 Sez Les. 12.00 Weather. Guideline.

**HARLECH:** 11.00-12.05 London. 2.00 Journey of a lifetime. 2.15 London. 3.15 Film: 'Wedding Breakfast'. 4.40 London. 7.55 Film: 'The Boss'. 9.30 Who do you do? 10.00 London. 11.15 Celebration. 12.15 Weather.

**HTV Wales and HTV Cymru/Wales as above except:** 12.05 Dan sylw. 1.05 Nabod y gair. 1.35 The other half.

**ANGLIA:** 11.00 London. 1.20 Remember. 1.50 Weather. 1.55 Farming. 2.30 UFO. 3.25 Car-

toons. 3.40 Football. 4.40 London. 7.55 Film: 'The Leather Saint'. 9.30 Larry Grayson. 10.00 London. 11.15 Saint.

**ATV MIDLANDS:** 11.00 London. 1.40 Horoscope. 1.45 All our yesterdays. 2.15 London. 3.15 Film: 'Make Mine Mink'. 4.40 London. 7.55 Film: '36 Hours'. 10.00 London. 11.15 Spyforce.

**ULSTER:** 1.45 Survival. 2.15 London. 3.15 Film: 'Tarzan's Peril'. 4.40 London. 7.53 Sports results. 8.05 Film: 'Rope of Sand'. 10.00 London. 11.15 Saint.

**YORKSHIRE:** 10.45 Talking hands. 11.00 London. 12.05 Craftsmen. 12.30 Songs for your delight. 12.55 Farming outlook. 1.25 Common Market cook book. 1.55 Soccer. 2.50 Film: 'A Pair of Briefs'. 4.40 London. 7.55 Film: 'The Condemned of Altona'. 10.00 London. 11.15 Strange report. 12.15 Weather.

**GRANADA:** 11.00-12.00 London. 12.30 Children to children. 12.55 Living architects. 1.25 All our yesterdays. 1.55 Football. 2.55 Film: 'All Over the Town'. 4.25 Bugs Bunny. 4.40 London. 7.55 Film: 'Conspiracy of Hearts'. 10.00 London. 11.15 Scotland Yard casebook.

**TYNE TEES:** 10.45 Talking hands. 11.00 London. 12.05 Something to sing about. 12.30 Western civilization. 12.55 Farming outlook. 1.25 Skilful rugby. 1.50 Where the jobs are. 1.55 Soccer. 2.55 Film: 'On the Fiddle'. 4.40 London. 7.55 Film: 'Against the Wind'. 10.00 London. 11.15 Strange report. 12.10 Poems.

**SCOTTISH:** 1.20 Out of town. 1.40 Horoscope. 1.45 All our yesterdays. 2.15 Studio. 3.15 Film: 'Murder in Reverse'. 4.40 London. 7.55 Film: 'Marjorie Morningstar'. 10.00 London. 11.15 Late call. 11.20 Festival cinema.

**GRAMPIAN:** 12.55 Common Market cook book. 1.25 All our yesterdays. 1.55 Farm progress. 2.25 Film: 'Madison Avenue'. 4.00 A place of her own. 4.40 London. 7.55 Film: 'The Brain Machine'. 9.30 Short story. 10.00 London. 11.15 Untouchables.

# Local wage deals threat to builders

BY PHILIP WADE

**BUILDING union leaders in Scotland have signed deals with three leading employers which fall far short of the claim and represent a real retreat.**

Yesterday the Scottish region action committee bureaucratically decided to send thousands back to work on the basis of only a £25 basic wage and no cut in hours.

Although a packed meeting in Aberdeen opposed the deal no vote was allowed. The deal affects workers at three firms Peter Cameron, Betts and Dey.

In fact Cameron workers were offered a similar deal at the beginning of the dispute and only came out on strike two weeks ago when a rapid escalation of strikes took place.

Aberdeen strike committee member Bill Johnstone said: 'The officials refused a vote because they knew it would have been lost. The fight must go on and a national strike called.'

In Dundee it was the same story, yesterday, with the Communist Party leading the betrayal. Over 1,500 workers were told by the local action committee, CP almost to a man, to accept the same deals.

CP speakers in Dundee manoeuvred hard to get the vote through. They claimed the rest of Scotland had accepted when in fact the meetings were still taking place.

Jacky Gordon, CP chairman of the action committee recommended acceptance. Many thought the vote went against but to cries of 'never' and 'sell-out' he closed the meeting.

The building workers' claim for £30 and a 35-hour week is now in great danger of betrayal. National leaders in London are also preparing to sign company agreements and send the men back to work.

From the tenor of the Scottish deals it is clear they will fall far short of the claim.

Taken with the decision last week not to call an all-out national strike, the danger is now that the 150,000 building workers on strike could be further split up and confused.

When separate company agreements are signed, the men will undoubtedly return to work, while at the same time others are coming out on strike.

This was the case in the recent Manchester engineering sit-ins for higher wages and a shorter working week. As a result, little unity prevailed and

no major concessions were won from the employers.

And in the end the engineering union leaders last week accepted a two-year wages deal without any move to a 35-hour week.

As was seen yesterday in Scotland, the betrayal is taking place only with the help of the Communist Party.

The 'Morning Star' yesterday headlined the news of company deals as a 'breakthrough'. At the same time they gave a full-page interview to UCATT general secretary George Smith who has already tried once to sink the claim.

Smith made it clear he accepted company agreements, so long as they were 'reasonably related' to the claim, which is vague enough to be dangerous.

He spent several paragraphs trying to explain away UCATT's rejection of the recent national offer which at one stage they were prepared to recommend for acceptance.

Smith omits one vital meeting from his explanation, the meeting of the trade union side of the NJC on August 2 which discussed the deal worked out by the *ad hoc* committee of employers and union officials the week before.

At the end of it, leaders of all four unions unanimously agreed to recommend acceptance of the deal so that it could be ratified the following Tuesday at a full meeting with employers at the NJC.

As is now known, the deal only proposed an immediate basic of £23 and also contained relation to guaranteed earnings.

Smith was unable to swing the deal because the rank and file immediately escalated the strike throughout the country, demanding no sell-out.

On the Tuesday last the deal was to be ratified, 7,000 building workers marched through London to find that UCATT's executive had met that morning and changed its line.

These are the facts which the 'Morning Star' does not care to print. The CP are opposed to a national strike because it would lead to a confrontation with the Tory government.

Now they cover up for Smith and union officials as they accept a £25 basic, £5 short of the claim, and no reduction in hours.

The union leaders must be made to fight or resign. Their Stalinist friends must be cleared out of the leadership of the movement.

- No company agreements. Call a national strike.
- No retreat from £30, 35-hours and an extra week's holiday.
- Demand the TUC prepare a General Strike to force the Tories to resign. Return a Labour



**Builders' pickets, out in force at Tufnell Park, London, yesterday**

government pledged to nationalize the building industry under workers' control and without compensation.

**Postscript:** In Glasgow, 5,000 building workers voted for an all-out national strike, after a massive demonstration through the city yesterday.

CP steward Eammon Monaghan tried to tell the meeting which followed: 'I think that the national leadership is now sincerely prepared to give leadership.'

But this convinced no one. The meeting had earlier howled down UCATT official Dan Crawford when he tried to tell local authority workers to go back.

And in the end the floor of the meeting forced the chairman to put the national strike motion and it received a unanimous and enthusiastic vote.

The threat of office staff doing the jobs of building workers is being vigorously countered by the Preston building workers' strike committee.

Mike Gallagher, one of the strike committee, told a mass meeting yesterday: 'If Preston Council let office staff do our jobs then Preston Council will stop forthwith.'

'We will allow two stands for Preston Guild to go up, one for the children and one for the pensioners, if they want it, but otherwise there will be nothing else.'

Edward Heath travels to Preston on Monday.

The building workers and as many dockers as possible are arranging a march and picket which will start at 10.30 a.m. at the underpass by Shepherd's Market Street site in the middle of Preston.

## Port clerks vote to strike on

BY IAN YEATS

**FIVE HUNDRED Merseyside clerical workers voted unanimously yesterday to continue their four-week-old strike against redundancies.**

Trouble flared two months ago when A. E. Smith Coggins Ltd, who employ 580 men at the port announced a 10-per-cent labour cutback.

Last week the firm said they would shut down completely after the middle of next month.

Now two other major port employers, Ocean Port Services and the Port of Liverpool Stevedoring Co, have agreed to merge with the Mersey Docks and Harbour Co.

Many dockers and clerical workers fear the mergers stem from the port modernization envisaged under Devlin and that hundreds more jobs will be axed in the next few months, particularly after the loss of the Far East trade.

Smith Coggins have already made 17 clerks redundant. And the Transport and General Workers' Union strike committee said yesterday there would be no return to work until the notices were withdrawn.

Negotiations are going on with the harbour company to find ways of 'absorbing' all the clerical workers currently or likely to become redundant because of closures and mergers.

Liverpool's 900 clerical workers are also demanding registration and the extension of the Dock Labour Scheme to include them. One of the men sacked by Smith Coggins after eight and a half years, Harry Burke, told me:

'If we had full nationalization

of the docks industry it would be to the advantage of our workers. If they extend the Dock Labour Scheme it would give our lads the jobs security they want.'

He added: 'Since the Devlin recommendation there has been a general tendency for a one-employer system in the port and we think it will lead to redundancies.'

'We say, because of the trend to a single employer and containerization there is a danger of high unemployment.'

The clerical workers are adamant they will not accept a single redundancy. They want men who are chronically sick, or who leave the profession voluntarily, to receive severance pay equal to other dockworkers.

Harry Burke said there was no chance of alternative work on Merseyside. He told me: 'I've got quite a number of friends who have been unemployed for 12 months.'

He travelled to London on Wednesday with the dockers to lobby delegates in Smith Square. He said:

'We went down to show Jack Jones we are also fighting for the right to work and to align ourselves with the working class in their struggle for job opportunities.'

T&GWU branch chairman George Morris said after yesterday's mass meeting at Prince's Stage, Pier Head, that he thought there was little chance of the clerical workers breaking solidarity with the dockers even if they get the jobs guarantees they want.

Later the men marched with banners to the offices of the Mersey Docks and Harbour Company to protest against redundancies.

**AUGUST FUND**  
**£726.60 — 13**  
**DAYS TO END**  
**OF MONTH**

£57.60 arrived yesterday making our total now £726.60. It still is a slow, uphill fight. This weekend we must all go into action with a big drive to push this figure right up.

At a time when the treachery of the union leaders seriously weakens and splits the dockers, our paper stands more firmly than ever behind those in the main ports who remain determined to fight. The whole trade union movement must be mobilized to support these men.

Big struggles lie ahead. All your support is needed behind Workers Press. Step up the campaign now for our August Fund. Extra amounts are needed. Raise all you can and post immediately to:

**Workers Press**  
**August Appeal Fund,**  
**186a Clapham High St,**  
**London, SW4 7UG.**

**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!**

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

**Speakers:**  
**G. HEALY (SLL national secretary)**  
**LARRY CAVANAGH (Liverpool dock worker)**  
**JOHN NOLAN (T&GWU convenor, Hollis Brothers)**  
**Both in a personal capacity**

## WEATHER

A TROUGH of low pressure will move south-eastwards across the northern half of the British Isles.

In southern and eastern England and the Midlands it will be mostly cloudy with a few bright or sunny intervals.

Wales, northern England and eastern Scotland will be cloudy with some rain later.

Northern Ireland and the rest of Scotland will be cloudy with some rain, becoming brighter later.

Temperatures will be near normal.

**Outlook for Sunday and Monday:** Generally rather cool and cloudy with some rain in the North and North-West, but mainly dry with sunny intervals in the South-East.

## CIRCULATION

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## NEWS DESK

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