

TIMEWASTING AS TROOPS PREPARE

JONES-ALDINGTON TALKS STALEMATE

BY DAVID MAUDE

AS THE THREAT of a full-scale movement of troops into the docks loomed close yesterday, union leaders continued their time-wasting and increasingly dangerous round of discussions with port employers and the Tory government.

The Jones-Aldington committee virtually admitted early yesterday afternoon that 12 hours of talking this week have produced no more than a tiny handful of job promises for dockers.

But immediately the committee broke up after 'completing the first phase of its work', Jack Jones and the other union men on the committee went into a huddle to assess whether they could gamble on a recalled docks delegate conference calling off the strike.

And as we went to press the Transport and General Workers' Union secretary and his colleagues were closeted with Employment Secretary Maurice Macmillan.

The Department of Employment talks took place under the shadow of the first military intervention in the strike. Two aircraft taking supplies to

the Northern Isles were due to leave RAF Kinloss last night, one at 6 p.m. the other an hour later.

Earlier, a visibly worried Jones told reporters. 'We shall have our assessment and we may come to a decision, but we'll have to see.'

The fact that he did not immediately declare a break from the committee and call for an extension of the strike is a warning to all dockers.

Though the talks have proved not only time-wasting and dangerous, but fruitless as well, the union chiefs have decided to continue collaborating in moves to split the dockers.

Both in yesterday morning's Fleet Street press and, it is understood, in his meeting with Macmillan, Jones was under considerable Tory pressure to recall the docks delegate conference on Monday.

Even then it was clear, as Lord Aldington admitted yesterday, that the number of jobs the committee can offer the delegates is very small indeed.

'The Times' noted that the strike had in fact stiffened container firms' resolve not to employ 'a group of workers who reach straight away for the weapon that should be a last resort'. But if the delegates were not recalled until later next week, after troops have been moved into the docks, the paper said, they would be near-certain to vote that the strike should go on.

This, of course, is an admission that the troops will go in whatever the delegates decide. Because no one in Fleet Street seriously thinks dockers in Hull, Liverpool or London will call off their action, even if official backing is removed.

So the pistol the Tories are now holding directly to Jones's head is very similar to the legal weapon levelled at him by the Law Lords and the National Industrial Relations Court.

The message is the same: either help us discipline your members, or we will blow your head off first. Only this time the threat is backed up with troops not just fines.

'The Times' holds out a more subtle threat.

If the committee is not recalled on Monday, the paper said, 'the opportunity to reconsider the strike vote in a calm manner may be lost'. It complained that the dockers were showing themselves more ruthless on picket-lines than the miners.

This lie is designed to cover up for deliberate police provocations at Keadby, Lincolnshire; Heysham, Lancs; Colchester, Essex and Montrose, Scotland.

But the message to Jones is clear. If you do not act quickly to force your members back, the Tory strategists are telling him, they may take their fate in their own hands and go beyond your reformist policies.



Lord Aldington yesterday talking to Jack Jones (back to camera).

After yesterday's meeting of the Jones-Aldington committee, however, the bankruptcy of these policies is as clear as crystal to every docker.

Outlining the results of his talks with port authorities and employers in 'sensitive areas' over the past few days, Lord Aldington said:

'Each agreement or case does not add up to many people, but as the number of cases start to build up, this procedure can be counted on to add up to meaningful number of jobs for registered dockworkers.'

Both Aldington and Jones were loth to be drawn on individual cases.

Aldington admitted to 'disappointment' in some of the approaches he had made. 'But it would not be right to say that in every case we have failed in what we set out to do,' he claimed.

Jones's sole concrete comment was that the committee was waiting for confirmation from the chairmen of two port authorities of verbal assurances they had been given.

The T&GWU leadership which took ten days to give its members strike pay, shows no such hesitation in talking to

Lord Aldington, one of Heath's closest personal friends, or Macmillan.

Yet it is becoming increasingly apparent that these talks are no more than a Tory stunt to split the dockers and prepare the ground for the troops.

Jones must be told in no uncertain terms: break off the talks and recall the T&GWU biennial conference to mobilize action in support of the dockers.

Such a conference would have to decide a policy of no redundancies among any section of the T&GWU membership and work-sharing on full pay until the industry can be nationalized.

The solution to the jobs crisis on the docks lies not in talks with the employers, higher severance pay or subsidies to the container operators.

It lies in the bringing down of the Tory government and the election of a Labour government pledged to nationalization of the port and transport industries without compensation and under workers' control.

● SLL docks meeting p3

● CONTAINERS Series — see centre pages

● The Keadby picket—see pages 4 & 5.

Rippon sees Amin

BRITAIN'S chief Common Market negotiator Geoffrey Rippon flew to Uganda last night to discuss President Idi Amin's plan to expel all Asians, many of whom hold British passports.

He will return to London on Tuesday, also having seen the heads of government in Tanzania and Kenya. Amin has agreed to have personal discussions with Rippon on all aspects of the problem.

The object of Rippon's visit is to see whether Amin 'can have second thoughts'. Rippon has been chosen for the mission, it is reported, because of his ability as 'a persuasive negotiator'.

He is also a member of the extreme right-wing Monday Club, which has frequently declared its support for Enoch Powell's view that all immigrants now in Britain should be free to be repatriated and that no more be allowed to enter the country.

Scragg's sack 700

NEARLY 700 workers at the Macclesfield, Cheshire, textile machinery firm of Ernest Scragg are to lose their jobs 'in view of the continuing extremely depressed trading situation. Machine shops in Oldham run by the subsidiary William Bodden will also be closed.

Scragg's was the only engineering firm in the Manchester district to concede on all three points of the engineering unions' claim, including hours, during the recent wave of sit-in strikes there. For doing so it was expelled from the Engineering Employers' Federation.

WORKERS PRESS

INCORPORATING THE NEWSLETTER ● SATURDAY AUGUST 12, 1972 ● No 840 ● 4p

DAILY ORGAN OF THE CENTRAL COMMITTEE OF THE SOCIALIST LABOUR LEAGUE

TIMEWASTING AS TROOPS PREPARE

JONES-ALDINGTON TALKS STALEMATE

BY DAVID MAUDE

AS THE THREAT of a full-scale movement of troops into the docks loomed close yesterday, union leaders continued their time-wasting and increasingly dangerous round of discussions with port employers and the Tory government.

The Jones-Aldington committee virtually admitted early yesterday afternoon that 12 hours of talking this week have produced no more than a tiny handful of job promises for dockers.

But immediately the committee broke up after 'completing the first phase of its work', Jack Jones and the other union men on the committee went into a huddle to assess whether they could gamble on a recalled docks delegate conference calling off the strike.

And as we went to press the Transport and General Workers' Union secretary and his colleagues were closeted with Employment Secretary Maurice Macmillan.

The Department of Employment talks took place under the shadow of the first military intervention in the strike. Two aircraft taking supplies to

the Northern Isles were due to leave RAF Kinloss last night, one at 6 p.m. the other an hour later.

Earlier, a visibly worried Jones told reporters. 'We shall have our assessment and we may come to a decision, but we'll have to see.'

The fact that he did not immediately declare a break from the committee and call for an extension of the strike is a warning to all dockers.

Though the talks have proved not only time-wasting and dangerous, but fruitless as well, the union chiefs have decided to continue collaborating in moves to split the dockers.

Both in yesterday morning's Fleet Street press and, it is understood, in his meeting with Macmillan, Jones was under considerable Tory pressure to recall the docks delegate conference on Monday.

Even then it was clear, as Lord Aldington admitted yesterday, that the number of jobs the committee can offer the delegates is very small indeed.

'The Times' noted that the strike had in fact stiffened container firms' resolve not to employ 'a group of workers who reach straight away for the weapon that should be a last resort'. But if the delegates were not recalled until later next week, after troops have been moved into the docks, the paper said, they would be near-certain to vote that the strike should go on.

This, of course, is an admission that the troops will go in whatever the delegates decide. Because no one in Fleet Street seriously thinks dockers in Hull, Liverpool or London will call off their action, even if official backing is removed.

So the pistol the Tories are now holding directly to Jones's head is very similar to the legal weapon levelled at him by the Law Lords and the National Industrial Relations Court.

The message is the same: either help us discipline your members, or we will blow your head off first. Only this time the threat is backed up with troops not just fines.

'The Times' holds out a more subtle threat.

If the committee is not recalled on Monday, the paper said, 'the opportunity to reconsider the strike vote in a calm manner may be lost'. It complained that the dockers were showing themselves more ruthless on picket-lines than the miners.

This lie is designed to cover up for deliberate police provocations at Keadby, Lincolnshire; Heysham, Lancs; Colchester, Essex and Montrose, Scotland.

But the message to Jones is clear. If you do not act quickly to force your members back, the Tory strategists are telling him, they may take their fate in their own hands and go beyond your reformist policies.



Lord Aldington yesterday talking to Jack Jones (back to camera).

After yesterday's meeting of the Jones-Aldington committee, however, the bankruptcy of these policies is as clear as crystal to every docker.

Outlining the results of his talks with port authorities and employers in 'sensitive areas' over the past few days, Lord Aldington said:

'Each agreement or case does not add up to many people, but as the number of cases start to build up, this procedure can be counted on to add up to meaningful number of jobs for registered dockworkers.'

Both Aldington and Jones were loth to be drawn on individual cases.

Aldington admitted to 'disappointment' in some of the approaches he had made. 'But it would not be right to say that in every case we have failed in what we set out to do,' he claimed.

Jones's sole concrete comment was that the committee was waiting for confirmation from the chairmen of two port authorities of verbal assurances they had been given.

The T&GWU leadership which took ten days to give its members strike pay, shows no such hesitation in talking to

Lord Aldington, one of Heath's closest personal friends, or Macmillan.

Yet it is becoming increasingly apparent that these talks are no more than a Tory stunt to split the dockers and prepare the ground for the troops.

Jones must be told in no uncertain terms: break off the talks and recall the T&GWU biennial conference to mobilize action in support of the dockers.

Such a conference would have to decide a policy of no redundancies among any section of the T&GWU membership and work-sharing on full pay until the industry can be nationalized.

The solution to the jobs crisis on the docks lies not in talks with the employers, higher severance pay or subsidies to the container operators.

It lies in the bringing down of the Tory government and the election of a Labour government pledged to nationalization of the port and transport industries without compensation and under workers' control.

● SLL docks meeting p3

● CONTAINERS Series — see centre pages

● The Keadby picket—see pages 4 & 5.

Rippon sees Amin

BRITAIN'S chief Common Market negotiator Geoffrey Rippon flew to Uganda last night to discuss President Idi Amin's plan to expel all Asians, many of whom hold British passports.

He will return to London on Tuesday, also having seen the heads of government in Tanzania and Kenya. Amin has agreed to have personal discussions with Rippon on all aspects of the problem.

The object of Rippon's visit is to see whether Amin 'can have second thoughts'. Rippon has been chosen for the mission, it is reported, because of his ability as 'a persuasive negotiator'.

He is also a member of the extreme right-wing Monday Club, which has frequently declared its support for Enoch Powell's view that all immigrants now in Britain should be free to be repatriated and that no more be allowed to enter the country.

Scragg's sack 700

NEARLY 700 workers at the Macclesfield, Cheshire, textile machinery firm of Ernest Scragg are to lose their jobs 'in view of the continuing extremely depressed trading situation. Machine shops in Oldham run by the subsidiary William Bodden will also be closed.

Scragg's was the only engineering firm in the Manchester district to concede on all three points of the engineering unions' claim, including hours, during the recent wave of sit-in strikes there. For doing so it was expelled from the Engineering Employers' Federation.

FOREIGN NEWS

Right: Murderer of communists Numeiry (centre) is welcomed in Peking by Mao Tse-tung and Chou En-lai. Below: Numeiry at the 'trial' of Communist Party general secretary Abdel Khaled Mahgoub last year. Soon after this picture was taken, Mahgoub was executed.

Numeiry takes second swiipe at CP

By John Spencer

PRESIDENT Jaafar Numeiry has stepped up his campaign against the Sudanese Communist Party, whose leaders were butchered by his troops in July last year.

Addressing a celebration given in his honour by businessmen, he accused the communists of having 'subverted both the public and private sectors'.

Earlier he told a delegation of railway trade unionists that they were main targets of communist subversion.

The communists, he said, had made numerous attempts to control the railway union since independence, but had been foiled by 'steadfastness and firmness' on the part of the people. In fact, several communist members of the railway union executive are in prisons and concentration camps and at least one has lost his sight as a result of torture.

Numeiry's renewed witch-hunt does not impede his good relations with the Stalinist states, particularly China and Yugoslavia, which he praised for the assistance to the Sudan. But he attacked the other East European countries for putting pressure on their Sudanese students to become communists.

Those students who were now studying in Eastern Europe had 'gone out of the government's hand and yours', he told the business audience. The audience had good reason for celebrating. Numeiry announced a sweeping denationalization programme which would hand back small businesses to private owners.

The government had formed a committee to study the situation of minor businesses taken over by the public sector, he said.

'It is unbecoming of the government to sell cloth by the metre or run shops,' the presi-



dent said. He added that the government would not continue to run small business concerns as the private sector was more capable of doing so. The private sector was vital, Numeiry said, because it would 'build up the country'.

But businessmen must start training their personnel in a bid to improve their performance, he said. The Numeiry regime has entered into agreements with British and American firms to exploit the cotton and sugar crops. One contract, with a British-American group, is worth £240m.

Numeiry's anti-communist purge, modelled on the 1964 massacres in Indonesia, was pre-

pared by the Soviet Stalinists who tried to subordinate the Sudanese CP to the nationalist regime.

Over 4,000 communists and trade unionists are now in prisons and camps. The leaders were executed summarily or after farcical mock trials.

This regime still has economic ties with the Soviet Union, Czechoslovakia and other East European countries. Its relations with the Maoists in China and the Tito government of Yugoslavia are particularly cordial.

And the Sudanese employers, together with the imperialists, are now reaping the benefits of the treachery of the Stalinists in the Kremlin and Peking.

SDLP in more secret talks with Whitelaw

ULSTER SUPREMO William Whitelaw and the Social Democratic and Labour Party yesterday resumed secret talks begun earlier this week.

Yesterday's discussions were the third get-together between the Secretary of State and the SDLP in the last few days since the latter broke their boycott of talks with the government.

Whitelaw was due to return to Belfast yesterday for the meeting once more at a secret venue.

He will also remain in Northern Ireland over the weekend for the annual Loyalist Apprentice Boys' parade through Derry.

Spokesman for the Rev Ian Paisley's Democratic Unionist Party has already insisted that the parade will go ahead, even though leaders of the Apprentice Boys have agreed to stop it.

For the past three years, this Loyalist parade through the anti-Loyalist city of Derry has been the scene of wholesale riots throughout the province and there have been numerous attempts to stop it during that time.

THE FIRST direct full-container service between Singapore and the United States will be launched next January, Peter Albert, a senior shipping executive said in Singapore yesterday.

Albert, vice-president (marketing) of American President Lines, said APL's first all-container ship, the 30,200-ton 'President Jefferson', would start the service.

The ship was one of six container vessels which would be put into APL's Singapore-US line by the end of next year, he added.

Ninth Czech trial jails four women

EIGHT PEOPLE have been jailed for up to four years on 'subversion' charges in Brno, Czechoslovakia, according to a local newspaper. The highest sentence went to Vlastimila Tesarova.

It was the ninth trial of opponents of the Warsaw Pact occupation since the current series of frame-ups began on July 19.

Forty six people have now been convicted in the trials.

Among the latest batch of defendants was Anna Sabatova, daughter of former Central Committee member Jaroslav Sabata. She was sentenced to 3½ years' jail. Her father is serving a 6½-year term imposed earlier this week.

Four of the eight defendants at the Brno trial were women. They appear to have been accused of circulating 'inflammatory and subversive' leaflets. Similar charges were levelled against Sabata and most of the other accused so far.

Two men sentenced at a previous trial in Prague yesterday appealed against their conviction.

They are Jaromir Litera and Josef Stehlik. Litera, sentenced to 2½ years' jail on July 20, is a former Prague secretary of the CP. Josef Stehlik was sentenced to two years' jail at the same trial.

China to veto Bangla Desh entry into UN

CHINA has threatened to veto an application from Bangla Desh for membership of the United Nations.

At the Security Council meeting on Thursday, Chinese representative Huang Hua said Bangla Desh was not qualified for entry into the UN because it had failed to implement resolutions adopted by the organization during the war with Pakistan last December.

Over Chinese objections, the issue has now been referred to a security council committee, but it must come before the council again, and China has threatened to use its power of veto.

The Chinese Stalinists wholeheartedly supported Pakistan's Yahya Khan regime in its bloody attempts to suppress the Bengali people last year.

Peking has yet to recognize the new state, though even the imperialist powers

have mostly extended recognition after some delay.

The Chinese objection is extremely revealing.

Peking was admitted to the UN only at the end of last year. The United States, which had previously blocked all Chinese applications, suddenly withdrew its objections as the prospects of a detente with Maoism grew.

The Peking government applied for admission despite the history of its relations with the UN, which actually organized the Korean war directed against the Chinese revolution. Entry to the UN was

a means of making its peace with imperialism.

Bangla Desh was created by the sacrifice and struggle of the Bengali workers and peasants who died in their hundreds of thousands to shake off the Pakistani yoke.

Apart from the Yahya Khan government, its most vicious opponents were the Chinese Stalinists and the Nixon administration in the US.

The United Nations, of course, is a thoroughly reactionary organization, the lineal successor to the League of Nations de-

scribed by Lenin as a 'thieves' kitchen'.

But Bangla Desh certainly has every bit as much right to join it as the Peking government.

The Chinese Stalinists, however, are objecting to Bangla Desh precisely because it is the result of a mass, armed revolutionary struggle.

Thus, the chief objection raised by the Chinese security council member is that the Bengalis have not yet released the Pakistan war prisoners captured after Yahya Khan's defeat in December.

Nor, China complains,

has the Indian army completely quitted Bangla Desh.

The Bengalis, then, had no right to call for Indian aid to drive out the Pakistan troops, though the Koreans, for example, had every right to Chinese assistance against the United Nations in 1951.

Nothing could better demonstrate how far the Chinese leaders have come from their own revolutionary past.

They are now openly aligned with the forces of counter-revolution at the heart of the 'thieves' kitchen'.

Stalinist media weigh in behind Allende

THE INTERNATIONAL Stalinist media have weighed in on the side of Chilean President Salvador Allende whose police recently shot down slum-dwellers in a witch-hunt against the so-called 'ultra-left'.

Allende's coalition of social-democrats, Stalinists and Radicals has tried without success to find a compromise with the Christian Democrats.

Now it turns against the poor peasants of the Santiago slums in a bloody hunt

directed against left-wing militants who have criticized Allende's concessions to the extreme right on nationalization.

Moscow Radio yesterday attacked the MIR ('Left Revolutionary Movement')

which opposes the coalition.

It said: 'The real patriots in Chile are the workers who are trying to increase production, the skilful organizers of successful work. They it is who are increasingly winning the

affection of the people and not those who make the air tremble with pseudo-revolutionary phrases, and who with their provocative actions are in fact joining cause with the manifestly reactionary forces of the country.'

SLL meeting in London

By DAVID MAUDE and JOHN SPENCER

THE DOCKERS will only win their struggle when the Tory government is brought down, Gerry Healy, national secretary of the Socialist Labour League, told a packed Conway Hall meeting in London on Thursday night.

The 500-strong meeting, which heard speeches from two of the five London dockers jailed by the National Industrial Relations Court and a Liverpool port steward, raised £183.83½ for the strike fund of the London port shop stewards' committee.

Attended by workers from all sections of London industry, it marked a major step forward in the political developments of the dockers' struggle.

'The English working class built trade unions. Take trade unions away from the working class and you have no working class,' Gerry Healy told the meeting. Welcoming the two Pentonville prisoners, he said they were appearing as the representatives of the working class in Britain.

'They do not stand alone. When the Industrial Relations Act became law over 10 million trade unionists were placed in the dock,' he said. 'We are back to Taff Vale. We are back to the period when trade unionists can be sent to jail for defending their rights.'

The official leaders of the trade unions had agreed with the Tory employers of the CBI to keep wages down to an 8 per cent ceiling. They were engaged in a series of talks with Heath. 'You have to ask yourself: In what world do these union leaders live?'

A million unemployed were faced with rent rises, price increases on an unprecedented scale.

'Are we not on the verge of the pauperization of large sections of the working class?' Healy asked.

All the forces of the state were being mobilized to smash the dockers' strike while the TUC met Heath in a 'congenial and cordial atmosphere' to the rapture of the Tory press, he said. Not a single Labour MP had opposed the Emergency Powers now being used by the Tories.

He warned: 'It is now possible for the Tory government to deprive all of us of every right we've ever had.'

The Tory government was a conspiracy of property speculators, bankers and financiers who had carefully concealed their policies from the electorate. The militancy of the working class was rising, but the more it increased the more the trade union leaders ran for cover.

'A protest against this government would be a protest in vain. When these gentry have their backs to the wall they fight like rats.' The only thing the Tories respected was the working class prepared to fight it out. 'This is a crisis of class-collaboration, a crisis of illusions,' said Healy.

Jack Jones of the T&GWU lectured his docker members against 'brother fighting brother'. Yet he and the T&GWU executive had signed agreements for container workers at lower wages than dockers knowing full well the employers would use them as a threat to dockers' jobs. The policy of the union leaders was responsible for creating divisions within the union.

Now Jones was negotiating unemployment with Lord Aldington, Heath's closest personal friend.

'For Jones to negotiate with Aldington is for Jones to negotiate with Heath,' Healy said. 'You can only preserve jobs today by taking the industry over. The illusion that you can arrive at a solution by negotiation is dangerous.'

'To defend unions and jobs and protect the standard of living are all political questions. We were the only tendency in the workers' movement to insist that the way to resolve the prob-



Make Tories resign is keynote of docks meeting



Liverpool portworker Larry Cavanagh speaking at Thursday's meeting. Also on the platform (l to r) Gerry Healy, SLL national secretary; Mike Banda, chairman; Ray Halsey, London port shop stewards' committee spokesman; Con Clancy and Tony Merrick, two of the Pentonville Five.

lems was to make the Tory government resign. This is a most legal thing to do. The Tory government came to power by fraudulent promises.'

The Communist Party had accused the SLL of being 'in front' of the working class. 'I read in the "Morning Star" that a great victory has been won at Upper Clyde Shipbuilders. I always thought the essence of the Industrial Relations Act was to take away the right to strike.'

Yet at UCS the Communist Party stewards had signed away that right in a 'no strike pledge'. 'This is something you can do any day of the week with a Tory employer. This is the use of intimidation of workers by the threat of unemployment, through unashamed class-collaboration.'

'The reason the CP has never joined with us to make the Tory government resign is that they want to do business with the Tories. They don't want the government to resign.'

The revisionist 'Red Mole' and 'Socialist Worker' had crawled in behind the CP, comrade Healy said.

'They are with them while this same Communist Party fronts it for the right wing of the TUC. When we lobbied the TUC

recently our pickets were attacked by the CP because they came demanding the Tory government resign.'

'Why do we have to muffle our drums? Why are the working class being marched up the hill by these leaders and, when they meet the enemy, marched down again? Without the support of the organized working class the dockers cannot win this fight. The dockers will only win when the Tory government is brought down. We say that to defend the dockers the working class must be brought into action in every locality to create the political conditions to make the Tory government resign.'

'Heath has created the conditions for a showdown. He is the one who has created it. Now let him have it. We will work with anyone within the labour movement who wants to make this government resign. Form Councils of Action to unite tenants, unemployed, dockers and all sections of the working class in a common crusade to bring this government down. Not a moment can be lost—into action at once.'

Speaking on behalf of the London port shop stewards' committee, Ray Halsey thanked

the meeting for the support given to the dockers.

'The five men who were jailed were not dockers simply, but trade unionists,' he said.

Tony Merrick, one of the Pentonville Five, said he and the other men imprisoned by the industrial court had been released because the Tory government knew what would happen if they were kept in.

'Another four or five days inside and this government wouldn't have been in existence,' he said.

Explaining the issues facing the dockers in their strike, he said that six years ago in the sector of London docks where he worked there had been 3,000 dockers and 50 firms. Now there were only 300 men and two firms.

The Vestey family and the Hay's Wharf group—the two biggest employers—had moved out their capital and were using unregistered labour in East London and elsewhere.

Tony Merrick praised the role of Workers Press in putting forward the dockers' case.

When the dockers had begun picketing the Vestey-owned Midland Cold Storage, private detectives had been used against

them, he said. The jailed men would never forget this.

They would never forget, either, that within half an hour of their imprisonment a picket-line had been thrown across the gate which never left until they were released.

'I am sure they would never have left if we had been inside a year,' he said.

There was prolonged applause when, on Tony Merrick's insistence, a large group of dockers who had formed the backbone of the picket rose in the body of the hall.

'Our fight is the fight of every trade unionist,' said another of the jailed men, Cornelius Clancy.

The dockers were fighting the prospect that later in life they would have no jobs at all, and that there would be no job-opportunities for their children.

They did not want to put any other workers out of a job. They were fighting for the right to work.

Most of what was being printed in the press about the dockers' picketing was just straight police propaganda, he said.

There was certainly intimidation going on. When he and another docker had been arrested at Colchester they had found the men frightened to say a word to their employer because they knew five men were waiting to take their job if they were sacked.

Where in London eight men worked down the hold of a ship, in Colchester the normal gang-strength was only four.

The pickets had also been subjected to police brutality, he said.

Speaking in a personal capacity, Liverpool port steward Larry Cavanagh warned that there could be no permanent solution to the jobs crisis on the docks without the return of a Labour government pledged to nationalization of the industry under workers' control.

The impact of just the start of modernization could be seen in Liverpool where 6½ million tons out of every 13 million were handled by 1,000 men. The other 9,500 dockers in the port handled the remaining 6½ million tons of conventional cargo.

The Jones-Aldington report, he said, was simply a charter for cutting out a further 8,000 dockers' jobs nationally.

In describing the events on the picket-lines over the last few days, he said that if anyone believed in peaceful co-existence with capitalism that belief should have been destroyed by the actions of the police.



THE BATTLE OF NEAP WHARF



It started on Wednesday morning with the police dragnet around Scunthorpe and ended the same evening when 22 dockers were brought before a special session of Scunthorpe magistrates' court and fined a total of £850. Between these two events, the peace of this quiet backwater by the Trent was broken as 500 police attacked dockers from Humberside (top right) trying to stop scab cargoes from leaving the ramshackle jetty owned by LSD Transport Ltd. The police search (top) of dockers' cars and coaches was to gather publicity to discredit the dockers. Every-day implements like garden tools and jack handles were collected and passed off as 'weapons' by the police and the yellow press. First trouble came in the early afternoon when one bulk lorry tried to smash its way through the cordon of dockers. The driver lashed out angrily with an iron bar. Then police launched mass charges at the pickets (far right) and snatch squads went out to arrest the militants (below right). Dockers were dragged through the wharf gates where, it is alleged, they were assaulted by police officers. A Home Office observer was present to report on the action—since the miners' strike dealing with masses of workers fighting for their rights has become quite a science. Special Branch men infiltrated the pickets and police photographers (above right) were busy building up dossiers on the dockers. The day's events had one parallel—Ulster. Troops have not been used against the dockers yet . . . but these are early days. Photographs by Martin Mayer.





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

LONDON: TILBURY MAY BE THE LONE SURVIVOR

BY IAN YEATS

A spectre stalks London's dockland — unemployment. The outbreak of stubborn picketing of container depots by dockers is hard to understand without a glimpse of the size of the jobs axe hanging over their heads.

The plight of the Port of London is graphic. Ninety-four miles of waterway, 4,000 crowded dockland acres, 16,000 stevedores — all to be whittled down to just two major ports, Tilbury and Maplin, a handful of giant container depots and up to 75 per cent less men.

The bulldozers have already moved into St Katherine's Dock. London docks' 19th century warehouses stare out on quays from which the last ship has sailed and Surrey Commercial Docks are a labyrinth of disused waterways.

Dockland once lapped at the walls of the Tower of London. Now it begins at the Isle of Dogs.

Now containerization is nibbling at the India and Millwall docks and the Royal Group. East India dock is already only a memory.

Fifteen berths were closed in the two groups in 1971 with the loss of 240 jobs. 1,200 more jobs went when Southern Stevedores announced their summer shut-down.

Many dockers fear that by 1976 there will be no conventional cargoes at all in any of the closed docks upriver from Tilbury.

The Port of London Authority's tongue-in-cheek comment is that: 'Riverside berths and wharves in the upper enclosed docks as well as Tilbury will continue to meet the needs of ships and craft that want them.'

By mid-decade dockland will effectively begin at Tilbury — a mere 1,000-acre site employing 1,800 men.

Victoria, Purfleet and Erith Deeps will handle LASH, SEABEE and BACAT container barges pushed or pulled upriver from vessels anchored off Gravesend and Sheerness.

These barges are stuffed and stripped at inland depots and need never touch traditional dockland.

In the London area, inland canal side barge depots employing a handful of men using mechanized cargo-handling equipment similar to those which already exist at Enfield and Brentford will be augmented.

L A S H, SEABEE and BACAT ships carry barges from 350 to 1,000 tons each which they offload at sea using their own shipboard stern gantries. One 24,000-ton vessel can carry 32 barges.

EXPANSION

Common Market countries are already planning a major expansion of the continental canal network with three new cuts linking the Rhine-Scheldt, Elbe-Seiten and Rhine-Danube.

One of the EEC's biggest navigations, the Amsterdam-Rhine canal handles 30 million tons a year compared to just 7.5 million tons for the entire UK network—most of it carried on the Sheffield-South Yorkshire system linking the Trent, Humber, Ayr and Calder.

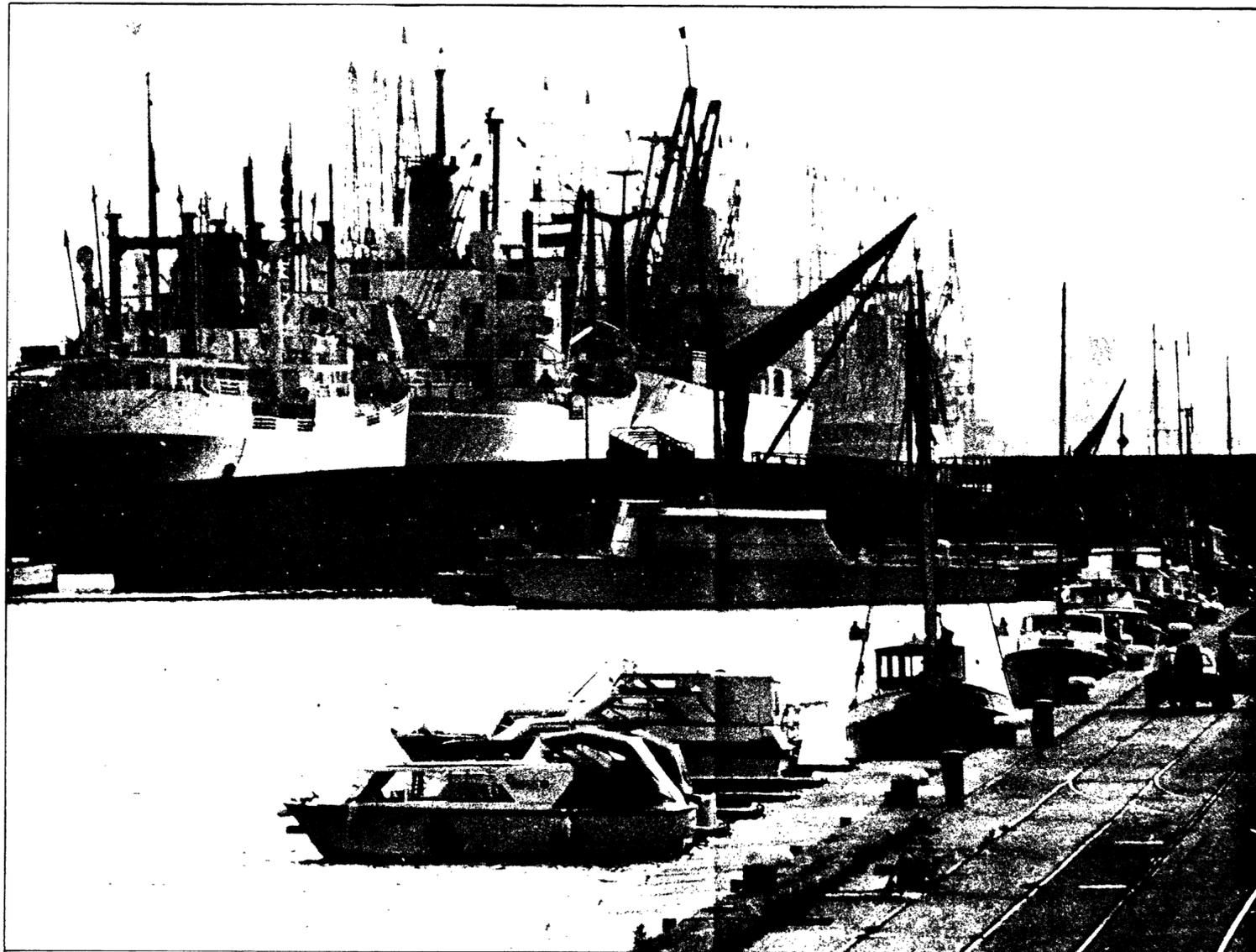
The state-owned British Waterways Board which made a £196,000 profit on the freight side last year is looking into ways of rejuvenating Britain's canals to deal with what amounts to giant, barge-shaped, floating containers.

They plan to begin with a new 15-mile cut along the line of the Grand Union Canal linking Brentford to Watford and serving a vast London hinterland. There will be at least one giant road-rail transit terminal.

The attraction of the LASH, SEABEE and BACAT systems is that one barge carries a load which would otherwise need 30 or more lorries to move. Using a modernized canal system, large cargoes can be taken cheaply far inland with minimum labour-handling.

These ships, like containerization as a whole, ring the death knell for lighterage. Gulf Contramar Line LASH ships mooring off Sheerness have already put 96 men out of work with the collapse of the lighterage firms W. E. White and Wrightson & Sons Ltd in March this year.

The essence of containerization is the bulking together of



items that would normally be handled individually. The longer the goods can remain unitized in the course of transit, the greater the saving in cost and time.

Most important of all the size of the unit load of bulked cargo is limited only by the capacity of the smallest vehicle in the transport chain — normally the lorry or rail wagon.

The huge cellular container ships which call at Tilbury and the barge ships which anchor in the Solent are examples of the special ocean-going vessels developed to carry 'boxes' of maximum size. Japanese ships can carry 1,000 containers at a time.

ON THE DOLE

Lorries will, of course, become large along Continental lines with tractor and two separate trailers to enable two 'boxes' to be carried of maximum length instead of one.

But the effect of an expansion in the use of barge ships, an expansion of British Rail's Freightliner services, plus the rationalization of road haulage will inevitably be to throw large numbers of lorry drivers onto the dole.

New labour-saving transport systems are the inevitable accompaniment of mechanical bulk-handling techniques. Ultimately the container operators will establish a minimum-cost, 'through' delivery service using sea, road, rail and air.

The Maplin development planned for Foulness will be

just such an integrated port which Tilbury dockers fear could be the kiss of death for them as well as the enclosed docks of the upper reaches.

Three hundred square miles of marshes and sands are to be reclaimed in Essex and Kent and by 1976 ships of up to 250,000 tons rising later to 500,000 tons will be docking at the all tides berths.

Initially there will be two container berths and two oil berths and, according to PLA director-general John Lunn, the labour force could run into 'hundreds'.

This 'hundreds of jobs' forecast contrasts sharply with the thousands of dockers who were once needed at London's quaysides.

At the outset the port will be serviced by hauliers and a Freightliner service. It will be adjacent to the proposed Foulness airport built to deal with the world's largest planes.

Britain's vast dockland will be reduced to about six small, ultra-modern, capital-intensive units at Liverpool, Hull, Felixstowe-Harwich, Southampton and Tilbury-Maplin employing a fraction of the 43,331 dockers at present on the National Dock Register.

Job opportunities for dockers are falling at the rate of 7 per cent a year. This figure is increasing. And an equal number of workers have been thrown onto the dole from allied trades—warehousemen, tally clerks and clerical staff.

Railway workers, too, will be hit as the rail network is slashed to accommodate the Freightliner service operating at the expense of thousands of traditional goods wagons.



Top left: Albert Dock, London—private pleasure craft now occupy a disused section of the Albert Dock pool. Top right: Hay's Wharf being demolished. Above: trucks loading at Tilbury's common user berth.

The closure of railway workshops reflects and anticipates this development.

The £30m-plus Tilbury development is at the centre of the current reorganization of London's docks.

It is Britain's biggest container port, its four berths—three of them shared and one owned by Overseas Containers Ltd — handling 201,744 containers in 1971; 48 per cent up on 1970.

The four berths dealing with pre-slung timber units shifted 957,000 tons in 1971—a rise of 5,000 tons on 1970.

these berths is still far below the tonnage handled by the container berths and they are certain to be phased out.

Various claims are made about the effect of containerization on productivity. Some shipping authorities put the percentage gain at 400. Tonnage per man hour has risen from one to more than five.

Tilbury PLA management estimates that one container berth handles ten times the cargo of a conventional berth. On average the seven 30-, 40- and 54-ton portainer cranes load 30 boxes an hour and up to 60 in particular cases.

There are two roll-on, roll-off berths in the 'new' 13-berth western extension. Swedish-Lloyd moved to one of them from a conventional business at Millwall.

In its last year there the company handled 80,000 tons. In 1971 at Tilbury it dealt with 250,000 tons and expects the figure to rise to 300,000 tons this year.

It claims to shift the same amount of cargo as under conventional methods in a quarter of the time and with a third of the number of dockers.

Dockers are split into four 11-man groups. Ship turnaround has been cut from six days to eight hours and lorries are dealt with at the rate of one every 30 minutes.

On the container side a ship carrying 960 'boxes' can be turned round in 12 hours.

All three common-user container berths at Tilbury employ only 112 men split into three shifts working seven days a week, night and day, 365 days a year.

Stuffing and stripping of con-

tainers is not carried out on the dock.

There are major container depots at Stratford, Hackney, Dagenham and Grays and a host of smaller ones close to Tilbury, some of them employing only four men.

Once containerization gets into full swing many of these smaller operators will almost certainly be put out of business.

AUTOMATIC

Ideal conditions for stuffing and stripping are giant transit sheds where fork-lifts and side-loaders can wheel about freely and a small labour force works with belt-driven automatic loaders.

Much the same is true of quayside warehousing where fork-lifts have completely replaced the hundreds of men who previously were needed to stack and store.

For containers all that is needed is a large open space for 'marshalling'. Tilbury's completely interchangeable ten- and 11-man ship-working gangs are aided by an army of carriers, trailers and towing units.

Shipping and cargo movements are subject to as much automatic control as possible.

The radar-equipped Shipping Co-ordination Centre controls shipping movements in the Thames, including Tilbury.

Inside the port a computerized cargo data system speeds handling. Inspectors are linked to an operations room by walkie-talkie and pneumatic

tubes rush further details from gate report offices.

Modernization through the use of containers and allied work systems is a matter of urgency for the Port of London.

The port responds directly to changes in the pattern of work trade. Last year, while the switch to containers was driven ahead, total cargo handled fell by 1 per cent—2 per cent throughout the UK.

The technological revolution on the docks reflects a situation which is a classic expression of capitalism's world crisis — falling trade, rising costs, diminished profits.

Not only has conventional cargo slumped, but the growth in container trade has fallen below expectations. These facts alone will push employers to force the pace of modernization.

Last year the port made a profit of £169,000 compared with losses of £747,000 in 1970 and £1.4m in 1969. Last year was the port's first profitable year since 1966.

But it is a misleading success. A close examination of accounts shows that it would not have been realized, in spite of all the modernization, without the sale of PLA assets.

The PLA received £3.2m from the sale of East India Dock, a deposit on the £7.2m sale price of the Authority's old Trinity Square headquarters, £600,000 in port modernization grants and an increased bank overdraft of £800,000. £2.8m of this was poured into new works at Tilbury.

This method of maintaining solvency will be resorted to

in the future and PLA estimates it has £150m of surplus assets to sell.

The drive for profitability has already cost London dockers thousands of jobs—from 23,616 in 1967 to 16,000 today.

And it has happened with the full co-operation of the Transport and General Workers' Union. A recent supplement in 'Port', the PLA subsidized newspaper, quoted T&GWU docks secretary Peter Shea on Tilbury:

"Dockworkers in London," he points out, "have co-operated fully in the change-over to new methods of cargo-handling. They have co-operated fully, too, in the voluntary severance scheme which has enabled the docks industry in London to reduce the labour force from over 22,000 down to 16,000 with no industrial unrest at all."

"The men have shown their true capabilities by adapting themselves to the new machinery that has been introduced into the docks—particularly at Tilbury where the cranes, van carriers, etc. are some of the most advanced equipment you will find anywhere."

"Nobody is more qualified to speak for the men than Shea. He has worked in the docks with them, held office in his union branch and is now serving on all the major negotiating committees."

"The men' have indeed done all these things. But only at the behest of the leadership provided by the reformist and Stalinist shop stewards on the docks. Now they are paying the price for this treachery."



AGAINST THE TIDE

Yesterday's and today's articles were reproduced from 'Writings of Leon Trotsky 1938-1939'. Merit Publishers.

NOTE: The following is a rough uncorrected transcript of a discussion held in April 1939, between Trotsky and an English Fourth Internationalist, who had raised a number of questions concerning the development of the Fourth International in France, Spain, Great Britain and the United States. In his reply, Trotsky sketched the main reasons for the isolation and slow progress of the Fourth International in the first stages of its development and pointed out how a new turn in the world situation, like the present war, would inevitably lead to a radical change in the tempo of development, social composition and mass connections of the Fourth International.

Trotsky: Yes, the question is why we are not progressing in correspondence with the value of our conceptions which are not so meaningless as some friends believe. We are not progressing politically. Yes, it is a fact which is an expression of a general decay of the workers' movements in the last 15 years. It is the more general cause. When the revolutionary movement in general is declining, when one defeat follows another, when fascism is spreading over the world, when the official 'Marxism' is the most powerful organization of deception of the workers, and so on, it is an inevitable situation that the revolutionary elements must work against the general historic current, even if our ideas, our explanations, are as exact and wise as one can demand.

But the masses are not

educated by prognostic theoretical conception, but by the general experiences of their lives. It is the most general explanation—the whole situation is against us. There must be a turn in the class realization, in the sentiments, in the feelings of the masses; a turn which will give us the possibility of a large political success.

I remember some discussions in 1927 in Moscow after Chiang Kai-shek stilled the Chinese workers. We predicted this ten days before and Stalin opposed us with the argument that Borodin was vigilant, that Chiang Kai-shek would not have the possibility to betray us, etc.

I believe that it was eight or ten days later that the tragedy occurred and our comrades expressed optimism because our analysis was so clear that everyone would see it and we would be sure to win the party. I answered that the strangulation of the Chinese revolution is a thousand times more important for the masses than our predictions. Our predictions can win some few intellectuals who take an interest in such things, but not the masses. The military victory of Chiang Kai-shek will inevitably provoke a depression and this is not conducive to the growth of a revolutionary fraction.

Since 1927 we have had a long series of defeats. We are similar to a group who attempt to climb a mountain and who must suffer again and again a downfall of stone, snow, etc.

In Asia and Europe is created a new desperate mood

of the masses. They heard something analogous to what we say ten or 15 years ago from the Communist Party and they are pessimistic. That is the general mood of the workers. It is the most general reason. We cannot withdraw from the general historic current—from the general constellation of the forces. The current is against us, that is clear. I remember the period between 1908 and 1913 in Russia. There was also a reaction. In 1905 we had the workers with us—in 1908 and even in 1907 began the great reaction.

Everybody invented slogans and methods to win the masses and nobody won them—they were desperate. In this time the only thing we could do was to educate the cadres and they were melting away. There was a series of splits to the right or to the left or to syndicalism and so on. Lenin remained with a small group, a sect, in Paris, but with confidence that there would be new possibilities of arising. It came in 1913.

We had a new tide, but then came the war to interrupt this development. During the war there was a silence as of death among the workers. The Zimmerwald conference was a conference of very confused elements in its majority. In the deep recesses of the masses, in the trenches and so on there was a new mood, but it was so deep and terrorized that we could not reach it and give it an expression. That is why the movement seemed to itself to be very poor and even this element that met in Zimmer-

wald, in its majority, moved to the right in the next year, in the next month. I will not liberate them from their personal responsibility, but still the general explanation is that the movement had to swim against the current.

Our situation now is incomparably more difficult than that of any other organization in any other time, because we have the terrible betrayal of the Communist International which arose from the betrayal of the Second International. The degeneration of the Third International developed so quickly and so unexpectedly that the same generation which heard its formation now hears us, and they say: 'But we have already heard this once!'

Then there is the defeat of the Left Opposition in Russia. The Fourth International is connected genetically to the Left Opposition; the masses call us Trotskyists. 'Trotsky wishes to conquer the power, but why did he lose power?' It is an elementary question. We must begin to explain this by the dialectic of history, by the conflict of classes, that even a revolutionary produces a reaction.

Max Eastman wrote that Trotsky places too much value on doctrine and if he had more common sense he would not have lost power. Nothing in the world is so convincing as success and nothing so repelling as defeat for the large masses.

You have also the degeneration of the Third International on the one side and the terrible defeat of the Left Opposition with the extermination of the

whole group. These facts are a thousand times more convincing for the working class than our poor paper with even the tremendous circulation of 5,000 like the 'Socialist Appeal'.

Against the stream

We are in a small boat in a tremendous current. There are five or ten boats and one goes down and we say it was due to bad helmsmanship. But that was not the reason—it was because the current was too strong. It is the most general explanation and we should never forget this explanation in order not to become pessimistic—we, the vanguard of the vanguard.

There are courageous elements who do not like to swim with the current—it is their character. Then there are intelligent elements of bad character who were never disciplined, who always looked for a more radical or more independent tendency and found our tendency, but all of them are more or less outsiders from the general current of the workers' movement. Their value inevitably has its negative side. He who swims against the current is not connected with the masses. Also, the social composition of every revolutionary movement in the beginning is not of workers. It is the intellectuals, semi-intellectuals or workers connected with the intellectuals who are dissatisfied with the existing organizations.

You find in every country a lot of foreigners who are not so easily involved in the labour



Above left: a gathering of French Bolsheviks with their children in Paris around 1920. Above: Trotsky.

movement of the country. A Czech in America or in Mexico would more easily become a member of the Fourth International than in Czechoslovakia. The same for a Frenchman in the US. The national atmosphere has a tremendous power over individuals.

The Jews in many countries represent the semi-foreigners, not totally assimilated, and they adhere to any new critical, revolutionary or semi-revolutionary tendency in politics, in art, literature and so on. A new radical tendency directed against the general current of history in this period crystallizes around the elements more or less separated from the national life of any country and for them it is more difficult to penetrate into the masses. We are all very critical toward the social composition of our organization and we must change, but we must understand that this social composition did not fall from heaven, but was determined by the objective situation and by our historic mission in this period.

It does not signify that we must be satisfied with the situation. Insofar as it concerns France it is a long tradition of the French movement connected with the social composition of the country. Especially in the past the petty-bourgeois mentality—individualism on the one side, and on the other an *elan*, a tremendous capacity for improvising.

If you compare in the classic time of the Second International you will find that the French Socialist Party and the German Social Democratic Party had the same number of representatives in parliament. But if you compare the organizations, you will find they are incomparable. The French could only collect 25,000 francs with the greatest difficulty but in Germany to send half a million was nothing. The Germans had in the trade unions some millions of workers and the French had some millions who did not pay their dues. Engels once wrote a letter in which he characterized the French organization and finished with 'And as always, the dues do not arrive'.

Our organization suffers from the same illness, the traditional French sickness. This incapacity to organization and at the same time lack of conditions for improvisation. Even so far as we now had a tide in France, it was connected with the Popular Front.

In this situation the defeat of the People's Front was the proof of the correctness of our conceptions just as was the extermination of the Chinese workers. But the defeat was a defeat and it is directed against revolutionary tendencies until a new tide on a higher level will appear in the new time. We must wait and prepare—a new element, a new factor, in this constellation.

We have comrades who came to us, as Naville and others, 15 or 16 or more years ago when they were young boys. Now they are mature people and their whole conscious life they have had only blows, defeats and terrible defeats on an international scale and they are more or less acquainted with this situation. They appreciate very highly the correctness of their conceptions and they can analyse, but they never had the capacity to penetrate, to work with the masses and they have not acquired it. There is a tremendous necessity to look at what the masses are doing. We have such people in France. I know much less about the British situation, but I believe that we have such people there also.

Why have we lost people? After terrible international defeats we had in France a tide on a very primitive and a very low political level under the leadership of the People's Front. The People's Front—I think this whole period—is a kind of caricature of our February Revolution. It is shameful that in a country like France, which 150 years ago passed through the greatest bourgeois revolution in the world, that the workers' movement should pass through a caricature of the Russian Revolution.

Johnson: You would not throw the whole responsibility on the Communist Party?

Trotsky: It is a tremendous factor in producing the mentality of the masses.

The active factor was the degeneration of the Communist Party.

From Isolation to reintegration with the masses

In 1914 the Bolsheviks were absolutely dominating the workers' movement. It was on the threshold of the war. The most exact statistics show that the Bolsheviks represented not less than three-fourths of the proletarian vanguard. But beginning with the February Revolution, the most back-

ward people, peasants, soldiers, even the former Bolshevik workers, were attracted toward this Popular Front current and the Bolshevik Party became isolated and very weak. The general current was on a very low level, but powerful, and moved toward the October Revolution. It is a question of tempo.

In France, after all the defeats, the People's Front attracted elements that sympathized with us theoretically, but were involved with the movement of the masses and we became for some time more isolated than before. You can combine all these elements. I can even affirm that many (but not all) of our leading comrades, especially in old sections, by a new turn of situation would be rejected by the revolutionary mass movement and new leaders, fresh leadership will arise in the revolutionary current.



Chiang Kai-shek who turned on the Communist Party and murdered its members in 1927.

In France the regeneration began with the entry into the Socialist Party. The policy of the Socialist Party was not clear, but it won many new members. These new members were accustomed to a large milieu. After the split they became a little discouraged. They were not so steeled. Then they lost their not-so-steeled interest and were regained by the current of the People's Front. It is regrettable, but it is explainable.

In Spain the same reasons played the same role with the supplementary factory of the deplorable conduct of the Nin group. He was in Spain as representative of the Russian Left Opposition and during the first year we did not try to mobilize, to organize our independent elements. We hoped that we would win Nin for the correct conception and so on.

Publicly the Left Opposition gave him its support. In private correspondence we tried to win him and push him forward, but without success. We lost time. Was it correct? It is difficult to say. If in Spain we had an experienced comrade our situation would be incomparably more favourable, but we did not have one. We put all our hopes on Nin and his policy consisted of personal manoeuvres in order to avoid responsibility. He played with the revolution. He was sincere, but his whole mentality was that of a Menshevik. It was a tremendous handicap, and to fight against this handicap only with correct formulas falsified by our own representatives in the first period, the Nins, made it very difficult.

Do not forget that we lost the first revolution in 1905. Before our first revolution we had the tradition of high courage, self-sacrifice, etc. Then we were pushed back to a position of a miserable minority of 30 to 40 men. Then came the war.

Johnson: How many were there in the Bolshevik Party?

Trotsky: In 1910 in the whole country there were a few dozen people. Some were in Siberia. But they were not organized. The people whom Lenin could reach by correspondence or by an agent numbered about 30 or 40 at most.

However, the tradition and the ideas among the more advanced workers was a tremendous capital which was used later during the revolution, but practically, at this time we were absolutely isolated.

Yes, history has its own laws which are very powerful—more powerful than our theoretical conceptions of history. Now you have in Europe a catastrophe—the decline of Europe, the extermination of countries. It has a tremendous influence on the workers when they observe these movements of the diplomacy, of the armies and so on, and on the other side a small group with a small paper which makes explanations. But it is a question of his being mobilized tomorrow and of his children being killed. There is a terrible disproportion between the task and the means.

If the war begins now, and it seems that it will begin, then in the first month we will lose two-thirds of what we now have in France. They will be dispersed. They are young and will be mobilized. Subjectively many will remain true to our movement. Those who will not be arrested and who will remain—there may be three or five—I do not know how many, but they will be absolutely isolated.

Only after some months will the criticism and the disgust begin to show on a large scale and everywhere our isolated comrades, in a hospital, in a trench, a woman in a village, will find a changed atmosphere and will say a courageous word. And the same comrade who was unknown in some section of Paris will become a leader of a regiment, of a division, and will feel himself to be a powerful revolutionary leader. This change is in the character of our period.

I do not wish to say that we must reconcile ourselves with the impotence of our French organization. I believe that with the help of the American comrades we can win the PSOP and make a great leap forward. The situation is ripening and it says to us, 'You must utilize this opportunity.' And if our comrades turn their backs the situation will change. It is absolutely necessary that your American comrades go to Europe again and that they do not simply give advice, but together with the International Secretariat decide that our section should enter the PSOP. It has some thousands. From the point of view of a revolution it is not a big difference, but from the point of view of working it is a tremendous difference. With fresh elements we can make a tremendous leap forward.

Now in the United States we have a new character of work and I believe we can be very optimistic without illusions and exaggerations. In the United States we have a larger credit of time. The situation is not so immediate, so acute. That is important.

Then I agree with Comrade Stanley who writes that we can now have very important successes in the colonial and semi-colonial countries. We have a very important movement in Indo-China. I agree absolutely with Comrade Johnson that we can have a very important Negro movement, because these people have not passed through the history of the last two decades so intimately. As a mass they did not know about the Russian Revolution and the Third International. They can begin the history as from the beginning. It is absolutely necessary for us to have fresh blood. That is why we have more success among the youth in so far as we are capable of approaching them. In so far as we have been capable of approaching them, we have had good results. They are very attentive to a clear and honest revolutionary programme.

April 1939

WORKERS NOTEBOOK

BREZHNEVIST

The man from the Social Democratic Labour Party who has been go-between with William Whitelaw is the party's newly-elected general secretary, Julian Jacottet.

Hardly an Irish-sounding name you may say. And you are right. Jacottet has French as well as Irish ancestry.

Before taking up his full-time political career, Jacottet was a producer with the BBC in general features.

He belonged to the ill-starred team which brought out the 'History of the British Empire' series, the multi-thousand pound project which the BBC promoted with Time-Life.

Jacottet was to have made the India episode, but he left the series mid-way through production and it was handed over to another worthy.

When he was asked by an acquaintance about his political position, Jacottet replied that he was a 'Brezhnevist'. With his dealing with the imperialists, the term seems quite apt.

RISE

The Tories have just granted the Ombudsman and the Comptroller and Auditor General a pay rise. Back dated to January 1 they will receive £15,750 and £14,000 respectively.

MODEST

Financial scandals rock Britain and France. Business as usual in the United States too.

The Securities and Exchange Commission has just released a report accusing two of America's largest banks of exercising inside information on the financial plight of the Penn Central Railroad before it went bankrupt two years ago.

An 800-page investigation said that the Continental Illinois Trust Company and Morgan Guaranty Trust Company, as Penn Central creditors, knew of the company's troubles, one of the biggest failures in US history.

The report says the two banks sold their stock in the company only a couple of weeks before the crash.

Thus the banks retained a modest return while the little investors went to the wall.

BARRICADES

Angry dockers who invaded the last two docks delegates' meetings will find that they may have greater difficulty if they try it at the next meeting.

Last weekend the carpenters were busy at Transport House putting in a heavy wooden door to keep the militants at bay.

Interesting to think about: the union membership owns Transport House, pays the salaries of everybody who works there (including the Labour Party tenants), yet barricades have now been erected to keep them out.

RAIS

The latest list of members of the National Union of Journalists in arrears makes interesting reading. Among them is Guy Rais of the 'Daily Telegraph'.

Workers Press readers will recall that Rais was the man who began the ludicrous witch-hunt of our Essex Summer Camp.

£3.7m profit loss by GKN giant

THE BIG Midlands engineering group Guest, Keen and Nettlefolds, yesterday disclosed a £3.7m drop in profits for the first half of 1972.

But it is going ahead with paying an unchanged interim dividend of 3.75 per cent.

The chairman, Sir Raymond Brookes, had warned in May that the six-months results would be 'disappointing'.

The report showed profits down from £22.1 to £18.39m. Sales slid from £292m to £284m.

But Sir Raymond was more optimistic for the rest of the year. The first quarter was hit by strikes and sluggish national economy. In the second quarter, however, demands improved and overall profitability returned to planned levels.

If this trend continued, it would give a reasonable chance of making up most of the shortfall of the first quarter.

Steel output is down

BRITAIN'S average steel output for July was 17.1 per cent down on the 519,000 tons weekly average for June, the British Steel Corporations announced yesterday.

This drop was mainly due to the start of holidays in the industry. Steel output averaged 430,000 tons a week in July compared with the weekly average for the first seven months of the year of 464,900 tons.

The July figure was however 8.6 per cent up on the weekly average of 396,700 tons for July 1971 but the weekly average for the first seven months of 1972 is still 2.7 per cent down on the corresponding figure for the first seven months of 1971.

Fares: Up, up and up

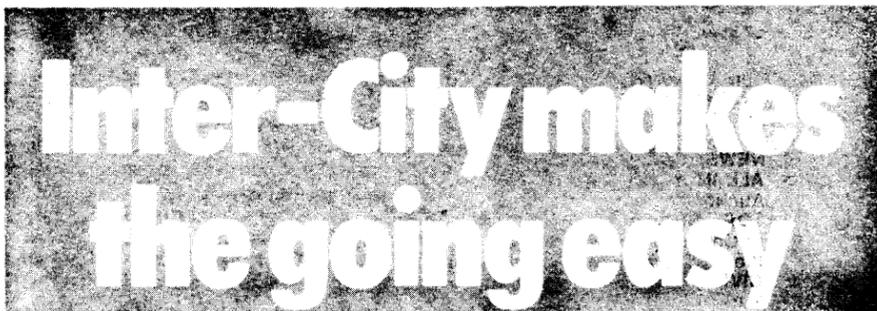
BRITISH RAIL has announced details of the stinging fares increases disclosed at the end of last month to counteract the Board's £40m deficit.

Luxury travel and three-course meals are almost exempt from the rises, but savage across-the-board fares increases will hit viciously at working-class pockets.

Average rises of 7½ per cent from September 10, are expected to yield an additional £15m in a full year.

The fares changes go hand in hand with a further jobs cutback expected to top 6,500 over the next 12 months.

Even then the Board claims government financial aid will be essential and Tory reluctance to hand over much cash may mean a second round of swingeing increases in 1973.



BUT NOT ON YOUR POCKET

Although rail passengers who can afford a whole year's season ticket will get it for 11 per cent less than the price of four quarterlies, the discount for three monthly and monthly season tickets has been cut from 10 to 7½ per cent.

The absolute rise in the price of the annual ticket will be round 2 per cent, but quarterly and monthly tickets skyrocket by a staggering 15 per cent.

Business executives who can afford a 12-monthly ticket will be only marginally affected, but thousands of average income white-collar commuters face a heavy addition to their already soaring weekly cost-of-living bill.

The only exception to the new fares charges will be through fares and season tickets covering journeys over British Rail and London Transport lines and fares that are inter-available. These will be adjusted to take into account earlier LT increases.

If British Rail's new charges were slapped on top of the new tube tariff, it would be impossible for many London workers to travel on the underground at all.

While ordinary working people will pay more for every journey, the rich who use the Pullman luxury services face no new charges. Seat reservations and sleeper berth fares also remain unchanged.

Even a cup of tea at a station buffet has gone up ½p to 5p and all meals at restaurants and cafeteria

will go up by at least 5 per cent. The cost of the standard three-course dinner, however, rises by only 10p to £1.40 and breakfast and lunch charges stay the same.

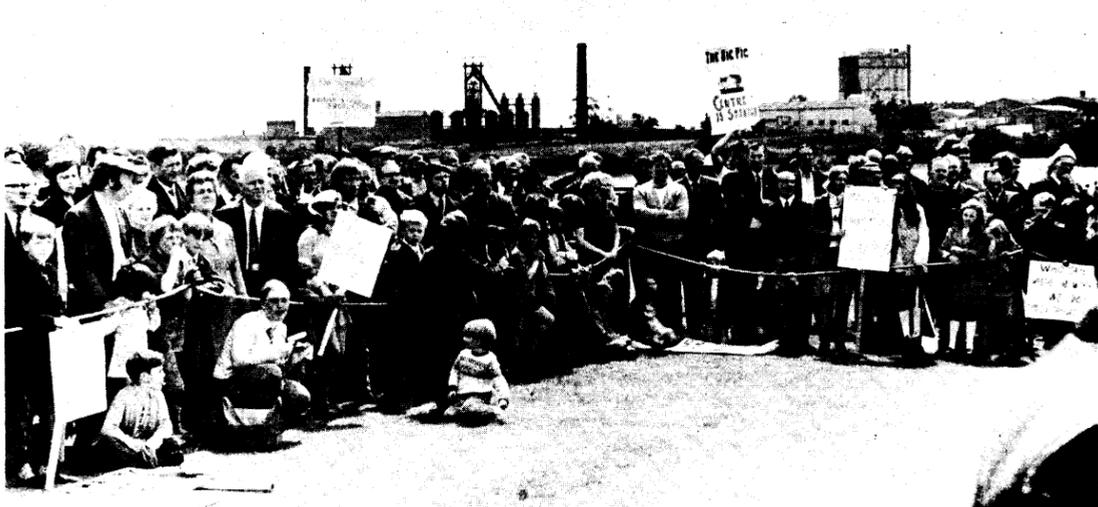
Passenger fares and car rates on all British Rail Sealink routes to Eire leap by 10 per cent and fares on the Weymouth-Channel Islands service will rise by up to 25p. Seat reservation charges have also been raised by 25p.

People travelling to the continent and Northern Ireland will pay up to 12½ per cent more from next month and there will be selective increases in cabin and berth charges.

All of these fares rises and jobs cut-backs stem from Tory efforts to run the railway industry on capitalist lines.

The only solution for railway workers and passengers lies in the nationalization of all industry, without compensation and under workers' control within a socialist economy.

Stanton work-in decision, Tuesday



Some of the audience at an anti-closure rally last week. In the background—the doomed works.

STEELWORKERS at the Stanton and Staveley plant near Ilkeston, Derbyshire, may stage a work-in in their fight against massive redundancies.

On Monday representatives of the National Union of Blastfurnacemen will meet to discuss the proposal and to test out possible support.

The final decision will be taken by the blastfurnacemen on Tuesday when they meet at the Stanton Institute sports ground.

The closure of the works, which will mean 1,500 redundancies, is a body blow for the working-class community of Ilkeston. The workers have held protest demonstrations, lobbies of parliament and received big backing from miners—all, as yet, to no avail.

DIRECTORS of Stainless Tubes Ltd, have promised to say within the next week whether they are prepared to postpone their

decision to close for economic reasons their Walsall, Staffs, factory, which employs 1,400 people.

This was announced after a meeting between the management and officials from five unions who had sought a six-month deferment of the closure decision, so that its situation can be re-examined.

A Walsall council deputation will next Wednesday meet Anthony Grant, joint under-Secretary at the Department of Trade and Industry.

Journalists threaten TV blackout in Eire

MANAGEMENT at Radio Telefís Eireann—the Irish television network—have been given until August 20 to resolve a dispute with journalists or face the threat of a second blackout of news programmes within three months.

Talks to settle the dispute have so far been unsuccessful. The National Union of Journalists objects to management's decision to employ staff on a one-year contract basis because, they say, it operates against job security. Journalists at RTE have now been instructed not to co-operate with people recruited in this way.

And they have been told that if nothing is resolved by August 20 they should seek official action.

In June RTE news programmes were blacked out for two days in a dispute over working conditions in Northern Ireland.

SOME BASIC foods are as much as 50 per cent dearer in Eire than in London, according to a National Prices Commission report published in Dublin yesterday.

Potatoes and eggs are twice as expensive, soap powder is 60 per cent higher, coffee 50 per cent and bread 20 per cent. Yet the commission recommended that a large number of applications for price increases should be granted. They include tinned food, bacon, preserves, Fiat cars and household gas.

ALL TRADES UNIONS ALLIANCE MEETINGS

Support the builders and dockers. Force the Tories to resign.

PRESTON: Wednesday August 16, 8 p.m. Railway and Commercial Hotel, Butler Street, near railway station. 'Support the dockers and building workers.'

WILLESDEN: Monday August 14, 8 p.m. Trades and Labour Hall, High Road, NW 10.

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

COVENTRY: Wednesday August 16, 7.30 p.m. Hertford Tavern (Junction St, adjoining The Butts).

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

Subscribe! workers press

The daily paper that leads the fight against the Tories.

£20.28 for 12 months (312 issues)
£10.14 for 6 months (156 issues)
£5.07 for 3 months (78 issues)

If you want to take Workers Press twice a week the rates are:
£1.56 for 3 months (24 issues)
£6.24 for 12 months (96 issues)

Fill in the form below NOW and send to:
Circulation Dept., Workers Press, 186a Clapham High St., London, SW4 7UG.

I would like to take out a subscription to Workers Press.

Days required	MONDAY	THURSDAY
(Please tick)	TUESDAY	FRIDAY
	WEDNESDAY	SATURDAY

Or
Full subscription (six days) for months.

Name

Address

Amount enclosed £

Socialist Labour League PUBLIC MEETINGS

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

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

Chairman:
BILL HUNTER (SLL Central Committee)

MANCHESTER
FRIDAY AUGUST 18
7.30 p.m.

Milton Hall
Deansgate

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

CORRECTION

In yesterday's article on the container revolution we published a table showing the owners of the Containerbase Federation Ltd in July 1962. In fact the table referred to the ownership for July 1972.

I would like information about

THE SOCIALIST LABOUR LEAGUE

Fill in the form below and send to NATIONAL SECRETARY, SOCIALIST LABOUR LEAGUE, 186A CLAPHAM HIGH ST, LONDON, SW4 7UG.

Name

Address

**TODAY'S
BBC 1**

10.05 Eisteddfod. 10.55 Weather. 11.00 Athlete. 11.25 Cricket. 12.45 Grandstand: 1.10, 2.10, 2.35, 3.05, 3.35, 4.35 Cricket: 5th Test; 1.55, 2.25, 2.50, 3.20 Racing from Newbury; 1.35, 4.15 Road to Munich; 4.50 Final Score. 5.05 Last of the Mohicans part 4. 6.05 News, weather.

6.20 **GUNSMOKE.** The Well.
7.05 **FILM: 'THE SCARLET BLADE.'** Lionel Jeffries, Oliver Reed, Jack Hedley. Pursuit of the King in 1648 by Cromwell's troops.
8.25 **IT'S LULU.** With Dudley Moore, Johnny Nash.
9.10 **A MAN CALLED IRON-SIDE.** The Summer Soldier.
10.00 **NEWS, Weather.**
10.10 **MATCH OF THE DAY.**
11.10 **PARKINSON.**
12.10 **Weather.**

All regions as BBC 1 except:

Wales: 5.05 Sounds Glorious. 6.15 Last of the Mohicans. 7.10 Men of Sherwood Forest. 9.10 Eisteddfod highlights. 12.12 Weather.
Scotland: 5.00, 6.10, 10.10 Sports-reel. 10.40 Sing Hi, Sing Lo. 12.12 News, weather.
Northern Ireland: 6.15 News, Sports. 12.12 News, weather.
England: 12.12 Weather.

TV

BBC 2

9.05 Open University. 3.00 Film: 'Bachelor Flat'. 4.30 Cricket. 6.35 Perpetual Harvest. 7.05 Westminster.

7.25 **NEWS, Sport, Weather.**
7.35 **ALL IN A DAY.** Part 2: The Auction.
8.05 **TOP CROWN.** Champion of Champions bowling over the Crown Green.
8.25 **CIVILISATION.** Part 9: The Pursuit of Happiness.
9.15 **SOUNDS FOR SATURDAY.** Thelma Houston.
10.00 **EMMA.** Part 4.
10.45 **MONTREUX 72.** The Entrance to the Garden of Dreams—from Belgium.
11.10 **NEWS, Weather.**
11.15 **FILM NIGHT.** The Man Who Made Dreams Come True—Anton Grot.
11.45 **MIDNIGHT MOVIE: 'BOTTOM OF THE BOTTLE.'** Joseph Cotten, Van Johnson, Ruth Roman, Jack Carson. Attorney in wealthy ranching community has to choose between his drunken brother on the run from prison and his relationship with his neighbours.

ITV

10.50 Primus. 11.15 Sesame Street. 12.15 Lidsville. 12.45 News. 12.50 World of Sport: 1.30, 2.00, 2.30, 3.00 Racing from Wolverhampton; 1.45, 2.15, 2.45 Racing from Ripon; 3.10 Polo—England v USA; 3.50 Results, Scores, News; 3.58 Wrestling; 4.50 Results Service. 5.15 In for a Penny. 5.45 Sez Les.

6.30 **SALE OF THE CENTURY.**

7.00 **FILM: 'RED TOMAHAWK.'** Howard Keel, Broderick Crawford, Scott Brady. Aftermath of battle of the Little Big Horn.

8.20 **POLICE FIVE.**

8.30 **SATURDAY VARIETY.**

9.30 **VILLAINS.** Chas.

10.30 **NEWS.**

10.40 **AQUARIUS.** A Plethora of Poets.

11.40 **PRIVATE VIEWS.** Peter Walker.

12.15 **OFT IN DANGER.**

REGIONAL TV

CHANNEL: 12.45 London. 5.15 Who do you do? 5.45 Sale. 6.15 Sez Les. 7.00 McMillan and wife. 8.30 London. 11.40 Weather.

WESTWARD. As Channel except: 11.50 Make a wish. 12.15 Lidsville. 12.40 Gus Honeybun. 11.40 Faith for life. 11.45 Weather.

SOUTHERN: 11.15 Yesterdays. 11.45 Thunderbirds. 12.42 Weather. 12.45 London. 5.10 News. 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.

HTV: 11.15 Sesame street. 12.15 Farming. 12.45 London. 5.15 Please sir. 5.45 Sale. 6.15 Sez Les. 7.00 Film: 'Blueprint for Murder'. 8.30 London. 11.40 Prisoner. 12.40 Weather.
HTV Cymru/Wales as above except: 5.45 Sion a Sian. 6.15 Eisteddfod.

ANGLIA: 11.00 Yesterdays. 11.30 Film: 'Tarzan's Magic Fountain'. 12.45 London. 5.10 News. 5.20 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 Film: 'Moss Rose'. 8.30 London. 11.40 Jason King.

ATV MIDLANDS: 12.10 Horoscope. 12.15 Captain Scarlet. 12.45 London. 5.10 News. 5.20 Takes a thief. 6.15 Sez Les. 7.00 Film: 'Destination Gobi'. 8.30 London. 10.40 Short story. 11.10 Name of the game. 12.35 Stories.

ULSTER: 12.15 Skippy. 12.45 London. 5.15 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 Film: 'The Ride Back'. 8.25 Results. 8.30 London. 11.40 Frighteners.

YORKSHIRE: 11.00 Yesterdays. 11.25 Make a wish. 11.50 Woobinda. 12.15 Lidsville. 12.45 London. 5.15 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 McMillan and wife. 8.25 Cartoon. 8.30 London. 10.40 Prizewinners. 11.25 Journey to the unknown. 12.20 Weather.

GRANADA: 11.00 Sesame street. 12.00 Mad movies. 12.30 Cartoon. 12.45 London. 5.15 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 Bugs Bunny. 7.05 Film: 'The Deadly Hunt'. 8.25 London. 11.40 Strange report.

TYNE TEES: 11.00 Yesterdays. 11.25 Bush Boy. 11.50 Joe 90. 12.15 Dave Cash. 12.45 London. 5.10 News. 5.15 Primus. 5.45 Who do you do? 6.15 Sez Les. 7.00 McMillan and wife. 8.25 Cartoon. 8.30 London. 10.40 Prizewinners. 11.25 Journey to the unknown. 12.20 Epilogue.

SCOTTISH: 11.25 Casebook. 11.50 Arthur. 12.10 Horoscope. 12.20 Primus. 12.45 London. 5.20 In for a penny. 5.45 Who do you do? 6.15 Sez Les. 7.00 Film: 'Belle Star'. 8.30 London. 11.40 Late call. 11.45 O'Hara.

GRAMPIAN: 12.25 Beagan Gaidhlig. 12.45 London. 5.15 Batman. 5.45 Who do you do? 6.15 Sez Les. 7.00 McMillan and wife. 8.20 Cartoon. 8.30 London.



John Alderton is in the 1880s comedy 'Trelawny of the Wells' on BBC 1 on Sunday



Jane Asher plays the mistress of the director of a successful art gallery whose love life threatens a possible title in 'Sharing the Honours' on independent channels on Sunday

**SUNDAY
BBC 1**

9.00 Nai Zindagi Naya Jeevan. 10.30 Eucharist. 1.20 Farming. 1.50 Steam Horse. 2.15 Made in Britain. 2.24 News Headlines. 2.25 Laurel and Hardy. 2.45 Young Idea. 3.10 Countryman. 3.35 Film: 'Three Little Words'. 5.15 Onedin Line. 6.05 News, weather.

6.15 **ALL IN A DAY'S WORK.** Retailing.
6.50 **PRaise THE LORD.**
7.25 **THE GOOD OLD DAYS.** Old-Time Music-Hall.
8.15 **TRELAWNY OF THE WELLS.** Amusing play about theatrical life in the 1880s.
10.05 **NEWS, Weather.**
10.15 **OMNIBUS AT THE PROMS.** Shostakovich.
11.15 **INTERNATIONAL GOLF.**
12.05 **Weather.**

All regions as BBC 1 except:

Wales: 2.25, 3.35, 4.40 Cricket—Glamorgan v Kent. 3.55, 10.15 Eisteddfod. 12.07 News.
Scotland: 12.07 News, weather.
Northern Ireland: 12.07 News, weather.
England: 12.07 Weather.

TV

BBC 2

9.35 Open University. 1.50 Cricket. 7.00 News Review, weather.

7.25 **THE WORLD ABOUT US.** Story behind a religious effigy in Peru, believed to give protection against earthquakes.
8.15 **THE UKRAINIAN DANCE COMPANY.**
9.00 **MUSIC ON 2.** The Violin, from Stradivari through to William Luff.
10.00 **FOR THE NATION.** Bernini's Neptune and Triton at the Victoria and Albert Museum.
10.15 **THE ROADS TO FREEDOM.**
11.00 **WORLD CHESS CHAMPIONSHIP.**
11.25 **NEWS SUMMARY, Weather.**
11.30 **ONE MAN'S WEEK.** Kenny Everett.

ITV

11.00 Communion. 12.00 Calendar. 12.20 Yesterdays. 12.45 Catweazle. 1.15 Stingray. 1.45 Odd Couple. 2.15 Big Match. 3.15 Film: 'It's That Man Again'. 4.40 Golden Shot. 5.35 Follyfoot. 6.05 News.

6.15 **DILIP.** A Young Indian boy contracts leprosy.

6.55 **APPEAL.**

7.00 **SONGS THAT MATTER.**

7.25 **DOCTOR IN CHARGE.**

7.55 **FILM: 'VALLEY OF MYSTERY.'** Richard Egan, Peter Graves, Lois Nettleton. Plane with desperate criminal on board crashes in South American jungle.

9.30 **WHO DO YOU DO?**

10.00 **NEWS.**

10.15 **PLAY: 'SHARING THE HONOURS.'** Director of successful art gallery is offered knighthood.

11.15 **ELEVEN PLUS.**

12.00 **OFT IN DANGER.**

SOUTHERN: 11.00 Service. 12.37 Weather. 12.40 Talking hands. 12.55 Farm progress. 1.25 Out of town. 1.45 Bush boy. 2.15 Big match. 3.15 Film: 'He Laughed Last'. 4.35 News. 4.40 London. 7.55 Film: 'Woman of Straw'. 10.00 London. 11.15 Sez Les. 12.00 Weather. Guideline.

HTV: 11.00 Service. 2.00 Journey. 2.15 Big match. 3.15 Film: 'Seven Keys'. 4.20 Arthur. 4.40 London. 7.55 Film: 'Seven Women'. 9.30 London. 11.15 Avengers. 12.15 Weather.

HTV Wales as above except: 12.05 Dan Sylw. 12.45 'Nabod y Gair'. 1.15 Other Half.
HTV Cymru/Wales as HTV Wales plus: 5.35 repeat of 'Nabod y Gair'.

ANGLIA: 11.00 Service. 1.20 Remember. 1.50 Weather. 1.55 Farming. 2.30 UFO. 3.25 Dr Locke. 3.55 Match. 4.40 London. 7.55 Film: 'The Reward'. 9.30 In for a penny. 10.00 London. 11.15 Saint.

ATV MIDLANDS: 11.00 Service. 1.40 Horoscope. 1.45 Yesterdays. 2.15 Sport. 3.15 Film: 'Tarzan and She Devil'. 4.40 London. 7.55 Film: 'Mister Moses'. 10.00 London. 11.15 Spyforce

ULSTER: 1.45 Survival. 2.15 Big match. 3.15 Film: 'Tarzan and the Desert Mystery'. 4.40 London. 7.53 Results. 7.55 Cartoon. 8.05 Film: 'Murder Inc.'. 10.00 London. 11.15 Saint.

YORKSHIRE: 10.45 Talking hands. 11.00 Service. 12.05 Craftsmen. 12.30 Songs. 12.55 Farming. 1.25 Cook book. 1.55 Soccer. 2.50 Film: 'No My Darling Daughter'. 4.40 London. 7.55 Film: 'Life with Father'. 10.00 London. 11.15 Strange report. 12.15 Weather.

GRANADA: 11.00 Communion. 12.30 Children to children. 12.55 Living architects. 1.25 Yesterdays. 1.55 Football. 2.55 Film: 'Marry Me'. 4.40 London. 7.55 Film: 'The House on Greenapple Road'. 10.00 London. 11.15 Out front.

TYNE TEES: 10.45 Talking hands. 11.00 Service. 12.05 Something to sing about. 12.30 Western civilization. 12.55 Farming outlook. 1.25 Rugby. 1.50 Jobs. 1.55 Soccer. 2.55 Film: 'San Demetrio'. 4.40 London. 7.55 Film: 'Sara-band for Dead Lovers'. 10.00 London. 11.15 Strange report. 12.10 Welsh landscape.

SCOTTISH: 1.20 Out of town. 1.40 Horoscope. 1.45 Yesterdays. 2.15 Studio. 3.15 Film: 'Ladies Who Do'. 4.40 London. 7.55 Film: 'Waltz of the Toreadors'. 10.00 London. 11.15 Late call. 11.20 Festival cinema.

GRAMPIAN: 12.55 Cook book. 1.25 Yesterdays. 1.55 Farm progress. 2.25 Film: 'Who's Minding the Store'. 4.00 Place of her own. 4.40 London. 7.55 Film: 'Two and Two Make Six'. 9.30 Short story. 10.00 London. 11.15 Untouchables

Thanks

AT A recent meeting, the London Area Committee of the SLL paid tribute to all our readers and supporters who maintained the sales of the Workers Press during the period of our summer camp.

A very special effort was made by all our supporters who were unable to attend themselves. Daily sales, particularly early in the morning, were carried out on the docks in the midst of the great struggles of these two weeks.

All-night sellers were at the picket of the Pentonville jail. From all over London, readers were drawn in to cover all the important events.

The massive marches through London in defence of the dockers were well covered, whatever time of day they took place.

Over a hundred of our supporters took part in the lobby we organized of the TUC on Monday July 24 to demand that the union leaders break off all talks with the Tories.

When our paper was unable to publish due to solidarity action of SOGAT with the dockers, our supporters were out in front demanding that special dispensation be granted to working-class papers such as the 'Morning Star' and 'Workers Press'.

Throughout the fortnight hardly a major event was missed by our ardent sellers.

At the same time, in each local district our circulation was maintained so that our daily readers received their paper as usual. A great effort was made to ensure that all the normal local sales at tube and bus stations around estates, and at main shopping centres were also continued.

This magnificent support enabled us to carry out the vital political work of our camp while at the same time not losing an opportunity to win new readers out of this political situation.

This very great effort makes us proud of the kind of support that has developed around our paper. On behalf of the Committee, our warmest thanks go out to those who fought so well during those two weeks.

AUGUST FUND £480.16 - STEP IT UP THIS WEEKEND

THIS WEEKEND will be a good opportunity to give a boost to our August Fund. We are still some way behind with our total now standing at £480.16.

As police and troops move in against the dockers, trade unionists everywhere must be alerted and come to their defence. Workers Press must be used to sound the alarm by printing on-the-spot news. Jones and the other union leaders must not be allowed to leave the dockers to fight on their own.

Every penny you raise for our Fund will be decisive. Our paper must continue to speak out loud and clear. Everywhere workers must be rallied to make the Tory government resign.

Go into action this weekend. Collect as much as you possibly can. Add something extra yourself. Send every donation immediately to:

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

CIRCULATION

01-622 7029

NEWS DESK

01-720 2000

Registered as a newspaper at the Post Office. Published by Workers Press, 186a Clapham High Street, London, SW4 7UG.
Printed by Plough Press Ltd. (TU), 180b Clapham High Street, London, SW4 7UG.

Steelworkers and builders to aid Scunthorpe pickets

STEEL and building workers in Scunthorpe are to come to the aid of the Hull dockers who have been facing police brutality on the picket lines. They have decided to tell the scab drivers who are shifting cargo from wharves on the river Trent near Keadby that their lorries will be blacked if they cross the picket lines once more.

The decision was taken after dockers' leaders met shop stewards from the Anchor

building site project at Scunthorpe steelworks and steelwork shop stewards. Only one steward opposed the action.

This will be a serious blow to the scores of drivers who have been paid to take loads from private wharves on the Trent through the dockers picket lines. A considerable proportion of the lorries take traffic to and from the steelworks and the building site.

Trade figures up again

BRITAIN'S trade figures showed a surplus last month of £29m compared with the revised June figure of £14m.

The improvement was largely a result of a fall in imports by £52m. Exports continued to decline.

The floating £—which in effect amounts to a devaluation—also helped the trade performance. The Stock Exchange barely reacted to the news.

UCATT leader tries to hold back site action, but

Builders step up action in areas

MILITANT BUILDING workers stepped up their campaign to stop all sites in the country yesterday in support of the claim for a £30, 35-hour week.

Strike committees in London, Birmingham and the north west were touring their areas bringing workers out. This is despite calls from their leadership to restrict action to selective strikes and overtime bans.

In Wigan 2,000 building workers met and heard calls for all-out strike action from Mike Farley of the Wigan Action Committee. He said other workers should support the struggle with finance and other forms of action.

Arthur Harrison, branch secretary of the Parkside colliery, near Wigan, told the meeting that the miners would support the building workers. 'Your fight is our fight,' he said.

An 800-strong force of pickets went round in the Wigan area to try and stop 'lump sites'—where non-union building workers are employed. All the union's sites in the area are already hit by the strike.

The same campaign is being

waged in the Liverpool area where building workers will meet on Tuesday at the city's Stadium to plan further action.

A special strike committee has been set up in the Midlands to organize picketing in Birmingham and Wolverhampton. A committee member said that workers had spontaneously come out at every site they had visited.

In Scotland representatives of the two unions involved in the dispute have said workers must not go on all-out strike.

They have asked sites already on all out strike to continue instead a campaign of selective strikes and ban overtime and bonus working.

In Aberdeen yesterday a mass meeting of 1,500 building workers threw out a UCATT recommendation to return to the selective strike policy.

The local official, Charles Kelly, called on the membership

to continue the rolling strikes. But painters' representative, Bill Henderson, opposed this line and asked men to support a full scale national stoppage. The leadership should make this action official, he said. Henderson's resolution was overwhelmingly accepted by the meeting.

Building workers have divided the London area into sectors and men will be called out on a phased basis starting in the centre. Organizers say that within a fortnight work in the city will be at a standstill.

Trevor Riches, director of the south-west region of the National Federation of Building Trades Employers has lashed out at the strikers.

He said that the employers' offer (originally accepted by UCATT, the biggest union) was the best in the history of the industry.

Leaders of Britain's biggest building union held out yesterday against demands for national strike action.

About 60 of the 100 delegates at a Union of Construction, Allied Trades and Technicians conference came out in favour of calling the union's 200,000 members on strike.

But George Smith, UCATT general secretary, refused to take this action until the three other union executives met in London on Tuesday.

Smith said that he ruled out more action because 'we would not want to create difficulty by appearing to arrive at unilateral decisions just because we are the largest union involved'.

Last week the UCATT leaders accepted the employers latest offer, but had to reverse their decision after pressure from the rank and file.



Taylor Woodrow workers at the nuclear power station site, Heysham Harbour, Morecambe, Lancs, hold a strike meeting to hear UCATT convenor Stan Jackson (right).

Scottish Rolls jobs assurance

A THREAT of strike action by Rolls-Royce draughtsmen in Scotland coincided with assurances by the Aerospace Minister Michael Heseltine yesterday about the future of jobs in the company's Scottish factories.

About 400 draughtsmen from the factories met in Glasgow to consider a proposal that they should reject the management's latest wage offer of an extra £2.90 per week.

Afterwards a union spokesman said: 'It might come to strike action. We don't know yet.'

After meeting top executives of Rolls-Royce, Heseltine said: 'The company has orders to last them until 1974-1975, so there is enough work to maintain the present labour force until then.'

Meanwhile, a spokesman for the draughtsmen's union said of the latest wage negotiations:

'The men's negotiating committee will advise them to reject the offer.'

'If they accept this recommendation, sanctions will be involved.'

Coventry one-day strike: One plant working

THE ONE-DAY strike in Coventry planned for Monday will not be supported by workers at Triumph Motors, one of the city's biggest employers

This follows a decision against the strike taken by a mass meeting on Thursday.

The one-day strike was called by shop stewards of the Transport and General Workers' Union in protest against the Industrial Relations Act and the £55,000 fines on their union.

This week the district committee of the Confederation of Shipbuilding and Engineering Unions came out in favour of the action. Apart from Triumph's, the whole city is expected to be at a standstill on Monday.

After the mass meeting the 212 shop stewards at the Canley works met and advised all employees to work on Monday.

The committee approved a recommendation by Jim Griffin, AUEW works convenor.

It stated: 'Despite our disappointment at the result of the

mass meeting, the joint shop stewards accept the decision by members in the true spirit of democracy.'

Griffin said yesterday: 'If people do not accept majority decisions, there is no future.'

Griffin, a right wing Labourite, is president of the AUEW district committee.

WESTERN SCOTLAND, Northern Ireland and Isle of Man will have occasional showers and sunny intervals.

Eastern Scotland, northern England and Wales will be cloudy with some rain in places, but brighter weather with scattered showers is expected in the afternoon.

Southern and eastern England and the Midlands may have a little rain in places, but some sunny intervals are expected.

Temperatures will be near or a little below normal.

£100,000 for attacking picket

RATEPAYERS of five counties may face a bill of up to £100,000 for the police operation to guard the Weap House wharf at Keadby, near Scunthorpe, Lincolnshire, which has been picketed by dockers this week.

A police spokesman said LINCOLNSHIRE men had been reinforced by units from LEICESTERSHIRE, NOTTS, DERBYSHIRE and NORTHANTS.

The cost of keeping about 500 policemen at the wharf was £4,000 a day in overtime alone. Additional costs included meals, transport and accommodation.

The overtime does not extend only to men seconded to the wharf. For overtime is being worked in many police offices made short-staffed by men being drawn away to Keadby.