

DOCKERS SAY NO TO JONES REPORT

BY ALEX MITCHELL

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The same theme was echoed at the container port in Preston where Phil O'Hagan, chairman of the shop stewards, told Workers Press that there was no point in going back without jobs guarantees.

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But despite the undoubted spirit of the dockers they face enormous dangers.

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in Scotland by flying petrol and flour to Tiree in the Western Isles.

Meanwhile the capitalist press is pouring pressure on Jack Jones to recall his delegates to call off the strike.

The ultra-Conservative 'Financial Times' said in its editorial yesterday:

'With the stoppage now in its third week and with the Jones-Aldington committee having gone as far as it can at this stage in trying to secure jobs for dockers, there appears to be a strong case for recalling the dockers' policy-making conference to see how much change there has been in attitudes since the national strike was called by 38 to 28 votes with 18 abstentions.'

The paper goes on to confirm in the bluntest terms that some container firms flatly refuse to hire dockers.

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It is dangerous nonsense for the dockers to see their fight as a sectional issue.

They must demand the immediate recall of the biennial conference of their union, Britain's largest, to draw up a policy of nationalization of the docks and road transport industry. Such a demand will necessarily demand the removal of the Tories and the return of a Labour government pledged to socialist policies.

'Nationalize' call at British Lion

WORKERS at the British Lion studio at Shepperton have been called to an official mass meeting on August 24 to plan a fight against their new owner, asset-stripper John Bentley.

It is widely believed that Bentley is planning to close the film studio and turn over the property development.

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Television and Allied Technicians (ACTT) handed out leaflets to Shepperton employees urging them to fight against Bentley's plans and for the nationalization of the film industry without compensation and under workers' control.

Three members of the union's executive and one from the committee of the freelance shop were among those involved in distributing the leaflets.



Coventry trade unionists on the march yesterday

Coventry strikes to defeat Act

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The day of protest was called by 500 stewards of the Transport and General Workers' Union but the strike was also backed by Coventry's 34,000 members of the Confederation of Shipbuilding and Engineering Unions.

Despite attempts to limit slogans to 'Axe the Act', 1,000 trade unionists marched through the city centre yesterday chanting 'Heath out'.

Workers on the march said many had stayed away because they felt a one-day protest was inadequate and they called for solidarity with the dockers in their fight against the employers and the government.

Triumph shop steward Jerry Mulhearn said that although many workers had not joined the demonstration, response to the strike call had been 100 per cent.

Criticizing the T&GWU leadership he told me: 'The policy of opposing the Industrial Relations Act because of the £55,000 fine is sectarian. It is futile to believe

that this one-day strike will make even a pin-prick in the Tory armour. The only way to stop this Act is to demand a General Strike and a Labour government.'

Midland Red worker Bob Innes lashed the T&GWU leaders for failing to ask for an immediate recall of the union's biennial conference to fight the Act and back the dockers.

Chrysler T&GWU steward P. Sheehan added that if the dockers were beaten, hundreds of firms would be seeking compensation through the Act against the T&GWU.

Standard worker Robert Rowan said the union should have refused to pay the £55,000 fine and if necessary the leaders gone to jail while the whole of the working class was mobilized to destroy not only the Act but the Tory government.

Earlier at a mass meeting at the city's shopping precinct T&GWU Midland regional chairman Arthur Davies said: 'Feeling is increasing in relation to this diabolical Act. Although people have not turned up in their thousands today you can rest assured that the city has been virtually crippled by the action

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DUMP ASIANS — TORY CALL

BY ALEX MITCHELL

UGANDA'S Asian community has become the centre of the most vicious politicking between the military junta in Kampala and the Tory government in Britain.

Edward Heath's special Cabinet emissary, Geoffrey Rippon, held talks in the Tanzanian capital, Dar es Salaam, yesterday.

But so far during his whirlwind tour he has not met any of the East African leaders — General Idi Amin of Uganda, Jomo Kenyatta of Kenya or Julius Nyerere of Tanzania.

In his only serious statement on the 90-day expulsion order, Rippon said at Nairobi airport: 'Our view is that if people are expelled, however unreasonable and inhumane that action might be, we have to accept responsibility.'

But at the same time Rippon has given no specific pledges to the 20,000 British passport holders who face being deported over the next few weeks.

When asked directly about the government's plans to admit the British subjects he complains



General Amin

about 'the complexity of the problem'.

Meanwhile Rippon's colleagues in the Monday Club—he used to be a prominent member before joining the Cabinet—have sent him a cable suggesting that the refugees should be taken to a 'convenient Indian Ocean island under British colonial administration'.

They could use the island to set up 'some kind of transit camp'.

Answering questions in Dar es Salaam: Rippon refuted the suggestion that the Asian problem uncovered a racist aspect of British immigration laws.

It had rather exposed the racist nature of General Amin's policy, he said.

'That's what we would like to say to the Ugandan government,' he added. 'You can't treat people like cattle.'

Rippon did not mention, however, that he had supported the racist Kenya Asian Act passed by the Labour government and then strengthened by the Tories. Arrangements were in progress late yesterday for Rippon to see Amin on his return journey to London today.

This followed a radio broadcast by Amin in which he said he had not deliberately tried to snub Heath's special envoy.

ministerial conference concluded that unless quality and production levels could be improved any potential benefits from the rupee devaluation would be lost.

Bhutto's own position is bolstered by his demagogic denunciations of the ousted Yahya Khan. But the new president is himself resorting increasingly to dictatorial forms of rule.

He recently ordered the arrest of over 100 of his political opponents in Sind province where there have been riots over language issues. The arrests were carried out under the Defence of Pakistan rules, which allow internment without trial and have provided the main legal basis for military dictatorship in Pakistan.

TWO YOUNG Arab girls were given life sentences by an Israeli military court at Sarafand yesterday for complicity in the hijacking of a Belgian airliner last May.

Rima Tannous, 21, and Therese Halassah, 19, were convicted on three of four charges arising from the hijacking.

Both girls faced the death penalty under the Defence Emergency Regulations but the military prosecutor asked for the lesser sentence.

The court rejected their plea that they had been forced into the Al Fatah organization and had taken part in the hijacking against their will.

Problems grow for Pakistan

BY JOHN SPENCER

THERE IS little joy for President Zulfikar Ali Bhutto on the 25th anniversary of Pakistan's formal independence from Britain.

Following its defeat in the war with India and Bangla Desh in December last year, Pakistan's economic situation is deteriorating rapidly producing constant conflict in the factories and political conflict in the provinces.

The massive 56.7 per cent devaluation of the rupee three months ago has given rise to a steep increase in the cost of living, raised unemployment and sent up the cost of imported capital goods. But it has done almost nothing to stimulate exports and overcome the country's huge foreign debt.

Deprived of its captive market in Bangla Desh, Pakistan's industry is in no position to compete for markets elsewhere. Cotton, its main export, held its own thanks to a bumper crop over the last 12 months. But the other major export, sugar, was not exported at all last year.

Ominously, however, the bulk of the cotton exports are now going to China and Eastern Europe, while sales to the main capitalist countries have declined.

The government officially admits that a quarter of the 4.6 million industrial labour force is unemployed.

This is wildly conservative. At least 2 million are unemployed in the towns and their numbers are augmented every day by a fresh influx of peasants leaving the land.

There is virtually no new investment both because of the depressed state of markets and the political uncertainty following the war. Faced with a wave of strikes, the manufacturers are demanding restoration of 'discipline' in the factories and complaining about the low quality of their own products.

They blame strikes and 'sabotage' by the workers, but the reality is that over the last 25 years they have relied on exporting inferior goods to the former East Pakistan. A recent

NATO defoliants threat to Europe

BY OUR OWN REPORTER

TOP secret NATO plans for the use of herbicides and defoliants in Western Europe and other parts of the world have been exposed in Washington.

They include proposals for the destruction of vegetation in Belgium, France, Germany and Luxembourg in the event of a threatened war with the Soviet Union.

According to the NATO experts, defoliation and crop destruction would reduce the number of NATO troops required by forcing the 'enemy' out into the open and stripping the cover from his staging areas and lines of advance.

This technique has been used on a vast scale in Indo-China. The Americans have sprayed over 5 million acres in South Vietnam alone, destroying over 12 per cent of the country's land area.

In Indo-China, these techniques have permanently altered the natural balance of entire regions, destroying rice, timber and mangrove forests and ruining almost 4 million acres of arable land.

The chemical defoliants and herbicides in the US arsenal can also cause genetic damage, giving rise to the birth of mal-

formed babies.

According to the NATO report, revealed by Washington journalist Daniel Greenberg in his 'Science and Government Report', 'the use of herbicides permits NATO forces to prepare successive defensive positions by selecting defoliating areas where the attacking forces must assemble.'

But the defoliants take several days to strip the vegeta-

What we think

VICTOR FEATHER ON 'VIOLENCE'

THE WORDS and behaviour of Victor Feather, general secretary of the TUC, are now an open scandal in the labour movement.

Last Sunday he continued to besmirch the memory of every worker who has fought for trade unionism with a leading article in the 'News of the World'.

His topic was 'violence' and particularly violence on the picket lines. Feather naturally chooses to believe lies printed in the capitalist papers about his own TUC members.

He suggests dockers used violence against other trade unionists, threw bricks through windows and, like some male Mary Whitehouse, declared that the whole thing is against democracy.

What fine words from the man who has elevated class compromise to some kind of obscene principle within the trade union bureaucracy.

For it is Feather, above all men in the trade union movement, who has refined the art of consorting with the real men of violence and dictatorship—the Tory Cabinet.

Does this man bother to visit the picket lines before he composes his string of sickening platitudes on law and order? Of course not.

There he would see the truth. He would see 500 police launching charge after charge at dockers who are trying to stop scabs breaking their strike.

He would see men dragged off and beaten and kicked by uniformed policemen.

He would see a police car drive over the foot of a picket

and other police laugh when the dockers try to get the vehicle off.

He would see dockers disarmed of 'weapons' like jack handles and garden spades. Then see police look away when a scab smashes the thumb of a docker with an iron bar.

As Feather said: 'Don't blame the police. They are only carrying out their jobs.'

He's right and we all know who they are carrying the job out for—the Tories and their Cabinet; the men that Feather scampers to every week for more talks and drinks on the great problem of how to deal with the working class.

In his 1,000-word article he did not have time, of course, to recall how one miners' picket was killed by a scab lorry last year. Or how other miners sustained serious injuries just like the dockers today.

And what crime have these workers committed—the crime of standing up for their rights.

And Feather ends up with this warning: 'Violence and disorder is the certain road to self-destruction. It is that which brings disaster and if not checked leads to dictatorship.'

We say this to Feather. The road to dictatorship is the Tory road. Because this is what the Tories are preparing for. This is what the police on the picket lines mean. This is what the violence of 1 million on the dole means and the price rises, the rent increases, the jailing of trade unionists.

And you Feather are helping the march to dictatorship because you are helping the Tories.

Liberation forces still hit hard in Vietnam

VIETNAMESE liberation forces blew a big ammunition dump sky-high yesterday in another strike in their intensified campaign of guerrilla actions against the Saigon puppet army.

It was the third ammunition storage dump destroyed in 24 hours. Saigon troops did not know exactly what hit them when two bunkers full of 105-mm artillery shells exploded just outside Pleiku city in the Central Highlands.

A command spokesman said he did not know whether shell-fire or sappers had blown up the dump—but it was probably sappers, who had already triggered damaging explosions elsewhere.

Two bigger dumps near Saigon were blown up on Sunday in raids which cost the government more stockpiled ammunition than ever before in the 4½-month liberation offensive.

An estimated 6,000 tons of ammunition went up in smoke at Long Binh base, 18 miles north of the capital on Sunday morning and later another 100 tons were destroyed at Thanh Tuy Ha, six miles east of Saigon.

On the northern front there was no significant change in the position of South Vietnamese marine and airborne troops fighting around Quang Tri city. Their six-week counter-offensive aimed at retaking the provincial capital was ground to a halt outside the strongly-defended town.

American presidential adviser Henry Kissinger held a new round of sinner talks with North Vietnamese officials in Paris yesterday to find a formula for ending the Vietnam war, the White House announced. It was the third meeting since talks resumed two months ago in Paris.

'Pravda' defends purge

THE SOVIET Communist Party paper 'Pravda' yesterday attacked critics of the Czechoslovak purge trials and accused them of trying to put a spoke in the wheels of European détente.

The paper accused 'The Times' and other 'organs of bourgeois propaganda' of conducting a 'slandorous campaign planned according to all the rules of psychological warfare'.

The campaign had one new feature, 'Pravda' said. Reactionary forces were 'attempting with the aid of inventions about

"Czechoslovak political trials" to sow dissension between progressive forces and provoke friction in the Communist and Workers' movement'.

This is an oblique reference to the protests over the trial from the British, French and Italian Communist Parties. 'Pravda' added that the trials provided just one more excuse for the editors of 'The Times' and their accomplices to 'try to put a spoke in the wheels of the further relaxation of tension on European soil'.

Money peace ended August 15, 1971

AFTER ONE YEAR

BY PETER JEFFRIES

ONE YEAR ago today President Richard Nixon severed the post-war dollar-gold link and threw the world money system into an insoluble crisis.

Now the Federal Reserve Board of New York has indicated that over the year the capitalist financial system has moved much nearer to total crisis.

Last month the United States Treasury issued \$3,100m in special securities to foreign central banks to absorb the vast quantities of dollars they purchased after Britain's decision to float the pound.

The foreign central bankers took in the dollars to hold the dollar at the level set last December at the Washington currency realignment talks.

Nixon's August 15 declaration meant the US Treasury would no longer exchange foreign dollar holdings against gold. He was forcing Europe to hold paper 'assets' which had an unknown value.

And now the Administration reveals that last month it was prepared to swap West German and Japanese increased dollar holdings for... other pieces of Treasury paper!

So much for all those financial pundits who hoped that the August 15 measures were only temporary, short-lived, shock tactics. These 'experts' no doubt hoped the US would soon begin again to sell gold, albeit at an increased price.

On the contrary. By removing the gold backing to the dollar, Nixon effectively destroyed the corner-stone of the 1944 Bretton Woods arrangements and all the institutions, like the International Monetary Fund, which they brought into being.

It is clear the US has no intention—or ability—to restore Bretton Woods. Last August it died for all time. Even a brief glance at events over the last year confirms this.

Far from being 'restored', the post-war monetary system has continued to disintegrate.

For four months following Nixon's bombshell, the European bankers fought desperately to restore some order to their monetary arrangements.

At the December 18 currency realignment talks, agreement was reached on a series of exchange rates between the leading currencies and the dollar—with the gold backing for these parities now removed.

But still unwanted dollars continued to pour into Europe,



Nixon

fuelled by a growing US payments deficit. By this June the first breach was made—the Tories 'floated' sterling and opened up a new stage in the money crisis.

From that moment on every currency has been suspect. US policy is clear—to force a series of European revaluations which would give American exports a crippling advantage in the struggle for world markets.

Such a move has been resisted desperately, particularly by West Germany and Japan who are critically dependent upon the American market for their survival.

But the price paid for their resistance has been high. Despite severe exchange controls, both these countries have been forced to buy in more suspect and unwanted dollars to hold existing parities.

Resistance to revaluation means that Europe is forced to hold ever greater quantities of unwanted paper, which is 'backed' by equally unwanted US Treasury paper.

Inevitably, under these conditions, the gold price has continued to rise. It recently broke through the \$70 an ounce barrier, with few sellers even at that price.

Here alone is a measure of the crisis. For until last August the official gold price was still only \$35 an ounce. So in less than a year, Europe's \$50 billion holding has been slashed by half if this is measured in 'real', that is, gold terms.

Even now nothing is solved. When the next US payments figures are announced they will show a record deficit. In other words the outflow of dollars continues. The crisis is so severe that support appears to be growing for a French proposal to establish a separate European gold price. This would mean not a two but a three-tier gold system. It would mark another stage of the total disintegration of any cohesion and unity in the world financial system.

If there was ever any doubt it has now been dispelled: America will not release her much-reduced gold holding to salvage European capitalism. Nixon's August 15 declaration was an announcement of irreversible economic and financial warfare.

As they recall the August 15 anniversary, all workers preparing for their enormous battles against the capitalist class throughout Europe and America must keep this in the forefront of their minds.

Preston railmen plan jobs fight

PRESTON railway workers will meet on their station today to hear plans to fight rail redundancies.

The job cuts form part of a nationwide plan by British Rail to slash jobs and branch services.

Tommy Boardman, a shop steward for the National Union of Railwaymen, told Workers Press: 'We are solidly behind the

dockers in their fight for the right to work.

'We are fighting, too. In October British Rail starts a massive programme of redundancies like you've never seen in your life before. The first 100 go then. In the area there are about 1,000 jobs which are going.

'Already, last week, we've lost for good three jobs.'

CORRECTION

ON JULY 13 we reported Mr Phil Hunter, whom we described as an AUEW steward from the Sovex conveyor factory, Erith, Kent, as saying: 'We simply can't allow talks with the Tories to go ahead. The working class is

strong enough to force the Tory government to resign. But in there [the TUC Economic Committee] they're going to be discussing how to save it.'

Mr Hunter informs us that he is not a steward and made no such statement. We apologise for any inconvenience that may have been caused him.

Yorkshire tenants demand action

BY OUR OWN REPORTER

BENTLEY Tenants' Association at Bentley near Doncaster, have called a mass meeting tonight at the Pavilion to organize the next steps in their campaign against the Tory Housing Finance Act.

Spurred on by the decision of the Doncaster Council not to implement the Act, they are demanding that the Labour-controlled Bentley Council gets off the fence and clearly opposes the Act.

The six-week-old Association has already recruited hundreds of the 3,000 Bentley tenants.

Chris Rigg (24) is a fitter at Bentley Colliery pit and secretary of the Tenants' Association. He had this to say:

'The Tory rent Act means a doubling of rents and is part of a general attack by the Tories on the working class, together with the Industrial Relations Act and high unemployment.

'Since I've been in my house, the rent has risen from £1.95 to £3.47 per week. That's in two years and under the Act it will be doubled.'

At the founding meeting of Bentley Tenants' Association, Gordon Ward, a local Labour councillor assured tenants that Bentley Council had been among the first in the country to contact other councils to organize against the Act.

He told tenants that he would under no circumstances vote for the implementation of the Act in Bentley. But Chris Rigg told our reporter:

'The local Labour Council are halfway to implementing the Act. They have agreed to set up a sub-committee to look into how much extra the rents will be under the Act.

'Our association is trying to

force the Council to take a position of non-implementation and to refuse to turn the books over to a commissioner when he is sent in.

'Doncaster Council have said they will neither assist nor hinder the Commissioner, but that's not enough. We demand Bentley Council do more than this.'

Margaret Bedford, a Bentley housewife with a ten-month-old daughter and a tenants' committee member, agreed about the role of the council.

'The Council are not doing anything against the Act. From the way they spoke, I think they might implement the Act. We have to be united and make a stand when the time comes to stop them and force them to take up a position of non-implementation.'

'We want the Tories out because they are a government that's against the working class. We want a Labour government that is going to repeal this Act.'

'If these Labour councillors here go ahead and implement the Act, the tenants should elect new Labour councillors next time who are prepared to fight.'

Chris Rigg added: 'This Act will only be defeated by forcing the Tories to resign. This is why at our first meeting we passed a resolution calling on the Council to refuse to implement the fair rents Act and calling on local trade unions to set up a Council of Action.'

'This would involve all those fighting the Tory government, including all tenants' associations and trade unions, to organize to bring down this government and replace it with a Labour government pledged to a full socialist housing programme.'

'We want to unite all tenants associations in the Doncaster area to fight the Tory rent Act around this programme.'

Lawyers 'gasp' at Law Lords

BOILERMAKERS' leader Dan McGarvey yesterday accused the Law Lords of making 'outrageously shocking' decisions.

In a circular to his members, McGarvey says that Lords decisions were sometimes so sur-



McGarvey

prising as to cast doubts on its motives.

He went on: 'On occasions, particularly in cases of a political-social character, it gives decisions so outrageously shocking as to make lawyers gasp and laymen raise cynical laughs.'

'Such a case is its decision in Heaton's Transport Ltd versus the Transport and General Workers' Union which made a nonsense of the well-established principles of the law of agency, and at the same time, as a side-effect, enabled the industrial court to get itself and the government off the hook over the imprisonment of the five dockers.'

Jack Jones, the T&GWU leader, has already written to the Tory Lord Chancellor, Lord Hailsham, complaining about the Lords decision on the container blacking case.

In his letter Jones refers to the 'most extraordinary' aspects of the rushed Lords judgement which enabled the National Industrial Relations Court to reconvene and free the five jailed dockers.

Iron men may work in

BY OUR OWN REPORTER

OVER 1,500 blastfurnacemen meet this afternoon to decide resistance plans to meet the impending closure at the Stanton and Staveley Iron Works, near Ilkeston, Derbyshire.

The action committee of all the unions involved met last night to thrash out a policy. The most favoured suggestion seems to be that of launching a work-

The British Steel Corporation is to close the pig-iron production works as part of its rationalization plans.

Meanwhile the General and Municipal Workers' Union, pipes branch, has voted against further strike action in support of the engineers' pay claim.

The 900 men in the branch work at the spun-pipe plant at the Stanton and Staveley works.

Management has refused to negotiate with the G&MWU branch separate from other unions on the site.

Offers ranging from £2 for skilled men and £1.25 for labourers on the consolidated time rate (CTR) have been accepted by other unions, and the fight for improved conditions dropped.

The G&MWU branch had been holding out for £3 on the CTR and extra holidays with pay. On Tuesday of last week the 900 men struck among some confusion.

Many stewards felt, however, it was possible to press the claim further. Said Stan Hatton, who is also secretary of the local ward Labour Party:

'The break-up of the national bargaining was a disaster. The national body chickened out, Lord Cooper included.'



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MANAGEMENT CONSULTANTS WOO JACKSON

PA Management Consultants, the international job-surgeons who investigated the Clydebank shipyard for the Tory government, are believed to be wooing union leaders in the Post Office.

For some months, the firm has been engaged in work-study at the Bootle, Liverpool, headquarters of the Post Office's Giro service. Its basic fee is understood to be in the region of £25,000.

GOODWILL

Now Tom Jackson, secretary of the Union of Post Office Workers, and Alistair Graham, posts secretary of the Civil and Public Services Association, have been invited to Bootle to look at the operation.

PA are also thought to be planning a visit to Jackson in London when he returns from leave, with the object of gaining his goodwill.

The firm's most controversial contract was in 1968, when it became involved with the Greek military junta in re-organizing their regime fol-

lowing the coup. The firm's studies also provided the basis for the Tories' negotiations with Marathon Manufacturing, who last week forced the unions into a no-strike deal at Clydebank.

LETHAL

PA Management's expertise in job-surgery, allied to the Post Office's eagerness to slash its labour force down to a minimum, is already a deadly enough combination for Post Office workers.

A further amalgam with the productivity - dealing philosophy of the UPW leadership would be absolutely lethal. Yet the insidious message of the management - consultants is already being put across at union schools all over the country.

The credo of PA Management, which has offices in 20 countries and a staff of 1,250, is 'to ensure that clients obtain an increasingly profitable return from their operations'.

One thing is certain, it has nothing in common with the aims and objects of trade unionism.

Below: Tom Jackson, invited to view the Bootle operation.



HOW KENDALL WENT ABOUT CALLING STRIKE

Hardly anyone was more relieved by the release of the five jailed dockers and the calling-off of the TUC's one-day national strike than the leaders of the Civil and Public Services Association.

Shortly after the TUC General Council called for a stoppage, but before the five were let out, the CPSA General Purposes Committee took what must rate as one of the most weak-kneed bureaucratic decisions of the year.

It called on branch officers to hold meetings first thing in the morning the following Monday, not to consider a stop - work recommendation, but so that each member could decide, as an individual, whether he wanted to come out.

Immediately this decision was taken, the full might of the CPSA machine swung into action.

With the kind of efficiency it normally reserves for arranging expensive 'receptions' for journalists, it prepared a circular for issue the following day and informed national union officials. Arrangements were made to make telephone contact with area committees and branches.

The release of the dockers that same afternoon deprived the world of seeing how the CPSA leaders would rationalize their decision.

But Workers Press has now obtained a copy of a letter sent out by Walter Kendall, the association's right-wing general secretary, in an attempt to stem criticism of his failure to advise members about the TUC call.

Kendall's General Purposes Committee apparently began its discussion of the jailings as it was to go on, by sitting firmly on the fence on the issue of the dockers' fight for jobs.

'The GPC took the view that the merits or otherwise of the dispute which led to the imprisonment of the trade unionists was irrelevant', writes the CPSA secretary.

He went on: 'It was clear to the GPC that individual trade unionists in the civil and public service would wish to respond to the TUC appeal.'

'We decided, aware of the differences in emphasis which members bring to bear on industrial action of this nature, that mandatory instructions to strike on Monday should not be issued.'

'It was agreed, however, to call upon branch officers to convene mass meetings of members at the commencement of work on Monday to

consider the terms of the TUC circular.

'At these meetings we expected decisions to be taken about individual membership participation in the one-day strike or other appropriate action.'

'We were of the view that members, as individuals, should be free to make their own choice—thus ensuring that the range of CPSA membership opinion was taken fully into account.'

Rank-and-file CPSA members will no doubt be as happy as dockers by this apologetic policy.

Top: Walter Kendall, general secretary of the Civil and Public Services. Below: Kendall's letter.



TEACHERS GROUP REGISTERS

The Registrar has approved an application for registration under the Industrial Relations Act from the newly-formed ICI Staff Association.

This is the first staff association to organize under the Act and register.

This move is filled with dangers for trade unionists. An Association spokesman says:

'The formation and development of the ICI Staff Association have only been made possible by the very existence of the Act.'

'The Association intends to continue to use those parts of the Industrial Relations Act which we consider advantageous and beneficial in furthering the interests of ICI staff generally.'

The most sinister aspect of this arrangement is that it has the official backing of various trade union leaderships.

ANOTHER HAND-OUT FOR ICL

International Computers Ltd, which recently received £14m from the Tories is to get another £3m.

ICL has come up against stiff international competition and many of its systems are duplicated by the giant US combines which produce them at less cost.

The Tories seem determined to maintain a British-based computer industry and with government help ICL staved off a takeover bid from Borroughs.

But the company is still in poor shape and as well as placing new contracts to tide the firm over, the government has placed two study contracts to help the industry develop to meet market demands.

Under present world market conditions ICL is likely to turn out to be a bottomless pit for exchequer cash.

THE CIVIL & PUBLIC SERVICES ASSOCIATION
FORMERLY THE CIVIL SERVICE CLERICAL ASSOCIATION

To: Branch and Sub Branch Secretaries
(Including P. & T. Group)

Dear Colleague,

Industrial Relations Act - Imprisonment of Dockers

There has been some criticism that no advice was issued last week about the T.U.C. decision to organise a one day stoppage on Monday, 31st July for the release of the five trade unionists imprisoned by the National Industrial Relations Court.

I should explain that the formal decision to call upon all affiliated unions to organise a one day stoppage of work was taken by the General Council on Wednesday morning, 26th July. We immediately arranged to pick up a copy of the T.U.C. circular and I reported fully to the General Purposes Committee of the National Executive Committee which was then in session.

After very full consideration the G.P.C. decided that immediate decision was necessary so that information could be issued to Branches. The G.P.C. took the view that the merits or otherwise of the dispute, which led to the imprisonment of the trade unionists, was irrelevant. We have repeatedly warned this Government (and the previous Labour Government) that the relationship of workers to their employment can only be governed by negotiation and compromise and that the Government should consider the terms of the TUC circular.


At these meetings we expected decisions to be taken about individual membership participation in the one-day strike or other appropriate action.

We were of the view that members, as individuals, should be free to make their own choice—thus ensuring that the range of CPSA membership opinion was taken fully into account.

Rank-and-file CPSA members will no doubt be as happy as dockers by this apologetic policy.

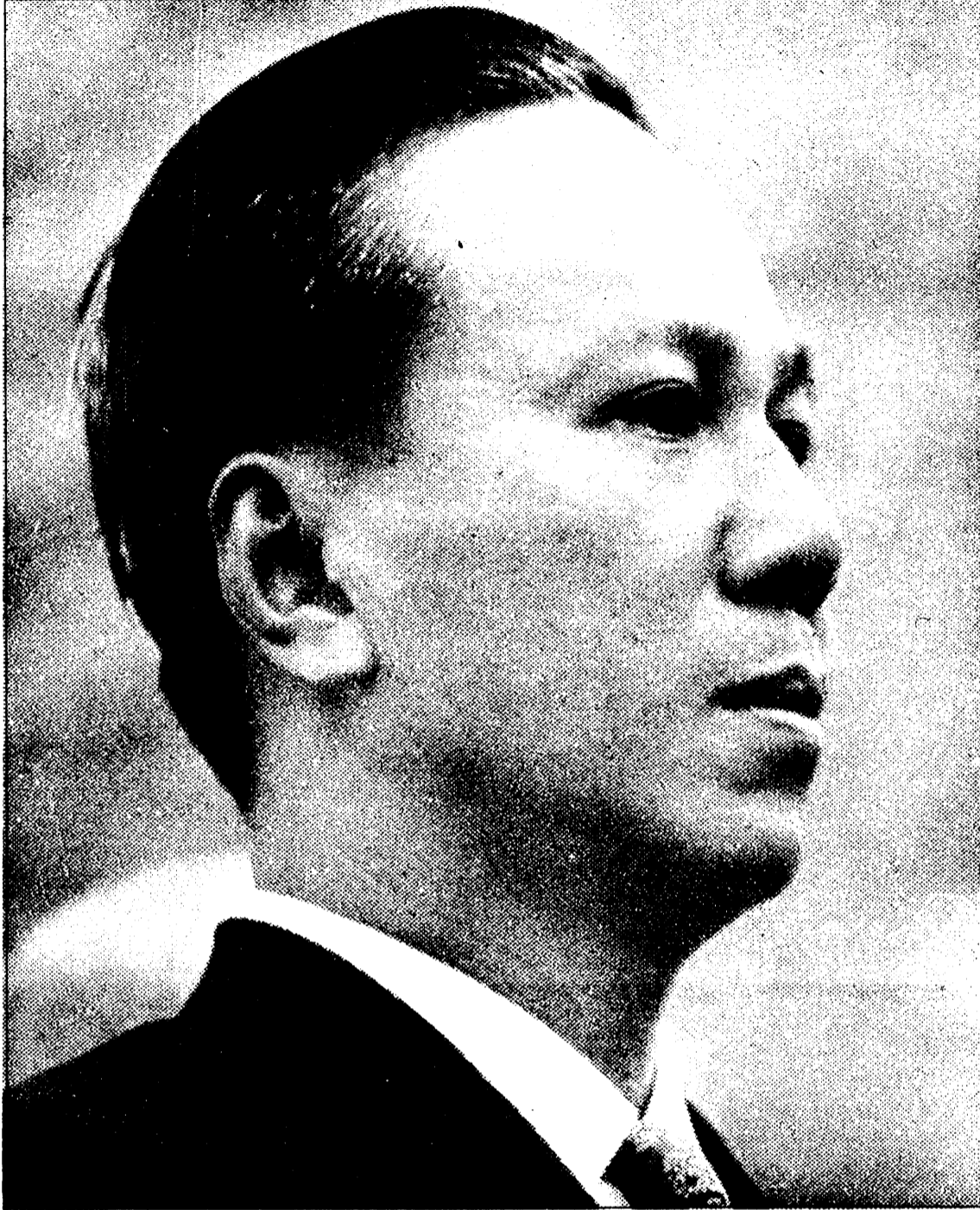
I have communicated to Branch Secretaries as soon as possible, having drafted this circular on Friday, 28th July and hope that there will be understanding of our position. We acted as speedily as possible in the very short time available to us.

Yours sincerely,
Walter Kendall
General Secretary.



215 Balham High Road
London SW17 7BQ
Telephone 01-872 1289
Telegrams CAPSA London SW17
31st July, 1972.

PRESS CLAMP DOWN IN SAIGON



Despite generous bribes from government coffers, the South Vietnamese press is not servile enough for President Nguyen Van Thieu. This man, billed by his American puppet-masters as freedom's representative in Saigon, has accordingly decided to close down most of the capital's papers.

It may be that he was annoyed about the newspapers' revelations regarding the army pension fund from which his former Defence Minister has systematically enriched himself at the expense of war widows for the last four years.

Or perhaps he decided that any reports about the war with the National Liberation Front would be detrimental to national morale, even after they had passed through the distorting prism of his military censorship. Whatever the reason, many and perhaps most of the country's newspapers will have to close down as a result of Thieu's latest decree.

The decree requires every daily paper to deposit in the government treasury 20 million piastres, or about \$47,000, within 30 days. This money, according to the decree, will be a guarantee to cover possible future fines and court charges arising from the government's already strict press code on 'national security' matters.

Many Saigon dailies are shoestring operations and they are expected to go out of business simply because they cannot raise that amount of money.

The decree states further that when the daily issue of a newspaper is confiscated for the second time for carrying 'articles detrimental to the national security and public order,' the Interior Ministry can shut the paper pending a decision in the courts.

The impact of that second-offence clause could be even more severe than the financial requirement in the decree. Hardly a day passes in Saigon without a few dailies having their editions confiscated on grounds of their having violated the security provisions of the press code.

Two weeks ago, for example, the government took 44 such alleged violations to court and won a verdict of guilty in 39.

There are 46 daily newspapers in South Vietnam. All but one, which is based in Can Tho, are published in Saigon. Of the total, 29 are Vietnamese-language papers, 14 are printed in Chinese, two in English and one in French.

Only four or five of these can be described as out-and-out opposition newspapers that rarely find anything favourable to say about the Thieu government. But most of the rest are also critical from time to time and they, too, have felt the government's wrath.

Newspaper publishers had been able to avoid paying the large fines handed down by the lower courts by keeping the cases tied up in a morass of appeals in the cumbersome court system.

With Thieu's action, however, that will become impossible. The decree said that the courts would have to rule on all press cases within 30 days and that certain cases, apparently those adjudged the most serious by the government, would be handled by military courts from which there would be no appeal.

CLAMOUR FOR REFORMS IN ARGENTINA

The military government of Argentina, led by General Lanusse, is facing a deep economic crisis. Industry is working at only 60 per cent capacity and unemployment has risen to nearly 1 million.

In June, the cost of living went up 5.8 per cent, making a total rise of 37.3 per cent for the first six months of this year.

Working-class militancy, in the face of this attack on standards of living, has forced the government to concede wage rises. But such concessions only serve to deepen the crisis: two months ago, the International Monetary Fund withheld a loan to Argentina on the grounds that there wasn't sufficient wage restraint.

The government has been forced to promise General Elections for early next year, but far from bringing a period of conciliation, this step has had the result of heightening the political conflict which has been building up under the surface for several years.

This conflict came to the surface in the General Strike which paralysed Cordoba in 1969.

In April this year there was an uprising in Mendoza, the fifth largest town in Argentina,

where cars were overturned and burnt and office windows broken. Since the end of June there have been uprisings in Santa Fe, Malargue, General Alvear and General Roca.

In Malargue, a town of 5,000 inhabitants, which ten years ago had four times that amount, unemployment had reached almost 50 per cent. At the news that a project for a new soda factory was to be scrapped and that the local magnesium mine was to be shut down, workers occupied the town hall and the local radio station.

In General Roca the immediate cause of the uprising was the fact that the provincial governor was giving preferential treatment to Cipolletti, a rival town in the same province.

Barricades were erected, bonfires lit in the streets and a parallel local government was set up. Both here and in Malargue, the uprisings were repressed with extreme brutality.

There is also a growing wave of terrorism. On July 26 the Montoneros, an organization which supports Peronism, planted 55 bombs in Buenos Aires and the provinces. Thirty of them exploded, causing serious damage and badly wounding several police and firemen.

The Peronist bureaucracy in



Above: General Lanusse who promises General Elections early next year

the trade unions, which has been selling out the working class to its enemies for the past 26 years, is finding it increasingly difficult to hold back the working class.

In the face of enormous rises in the cost of living workers are no longer prepared to take part in token strikes and to watch their leaders negotiate wage rises which are lost almost as soon as they are gained.

In the uprisings in the provinces, workers have clearly rejected the old methods.

WHERE WATER IS A KILLER

Water pollution in Mexico causes the death of more than 85,000 people a year, according to studies made by a private body, the Association of Sanitary Engineering.

The association says also that pollution in Mexico City has reached such a state that it affects the normal growth of trees.

Of the country's 50 million inhabitants, some 40 million drink contaminated water, the study points out.

Exhaustive study of the problems of the Mexico City metropolitan area shows that atmospheric pollution has begun to affect ecological conditions. Millions of trees planted in public thoroughfares have shown growth much below normal.

Hundreds of young trees specially imported from Holland and planted in La Reforma Avenue in the city centre had to be uprooted because their growth had been totally paralysed.

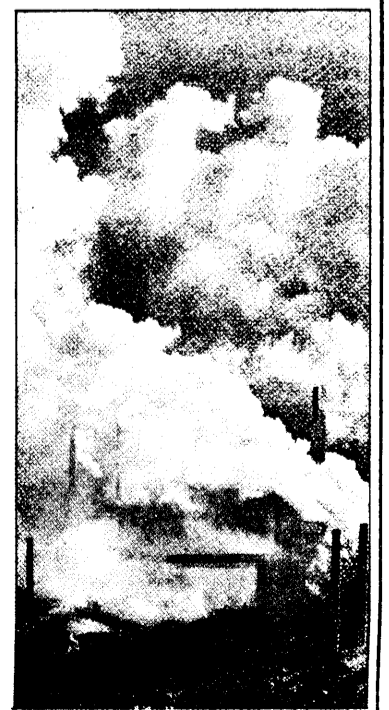
And medical studies have shown that traffic police in the

city centre have suffered nervous and visual disturbances because of the smoke.

The Mexican capital lies in a valley, almost completely surrounded by mountains. Public cleansing services are seriously deficient and the city has more than a million motor vehicles.

Small wonder then that in recent years Mexico City has become one of the world's most polluted urban centres.

Sometimes huge clouds of dust arise from the dry bed of Lake Texaco on which much of the city is built. The air becomes grey and smokey and pollution reaches alarming proportions.



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

HULL: VULTURES GATHER ROUND THE PORT

By Stephen Johns. Photographs by Martin Mayer.

'The Port of Hull . . . may be said to be struggling for survival. It is time that everybody realized that one-day stoppages and other restrictive practices helped to put Hull in its present position and that repetition of these habits will do no more than dig the grave deeper'—a message from port employers to the Hull dockers.

Hull began as a fishing village on the Humber. Dockers fear that if the present crisis continues it may end life the same way.

Workers in all the traditional ports face big problems, but nowhere are they so severe as in Hull.

The unregistered docks and wharves scattered along the east coast and rivers eat into Hull's conventional cargo. The port is surrounded by small groupage operators employing non-dock labour and it is fast losing its remaining deep-sea trade to rivals in the south like Southampton.

The tonnage figures tell their own depressing tale. In 1963 Hull shifted 9.4 million tons of cargo. Last year the figure was down to 6.3 million and the port made a record £1m loss.

At Goole, 50 miles down river, the position is even more desperate. The slump in coal transport caused a 25-per-cent drop in tonnage to 1.5 million. And things are not improving. The British Transport Docks Board (which controls the Humber ports) revealed that in the first six months of this year the trade graph continued its relentless plunge downwards.

Tonnage fell to 3,101,017 compared with 3,544,931 in the first half of 1971. In the five weeks ending June 25 the total was 576,876 against 712,787 tons for the corresponding period last year.

The port has been rocked by a series of closures. Associated Humber Lines has stopped trading. Cargo Operations Ltd, a stevedoring firm, went into liquidation and two other dock employers recently suffered a sudden demise.

Only last week, another established port employer, John Good and Son decided to pull out of the port, though they are developing a groupage warehouse off the dock precinct at Anlaby.

The employers blame the stubborn militancy of the dock labour force for the crisis. But this hardly explains Goole's performance. The port has had industrial peace for 26 years, yet its decline is the most serious on the Humber.

The real reason is that Hull's position and its trade make it particularly vulnerable to modern developments.

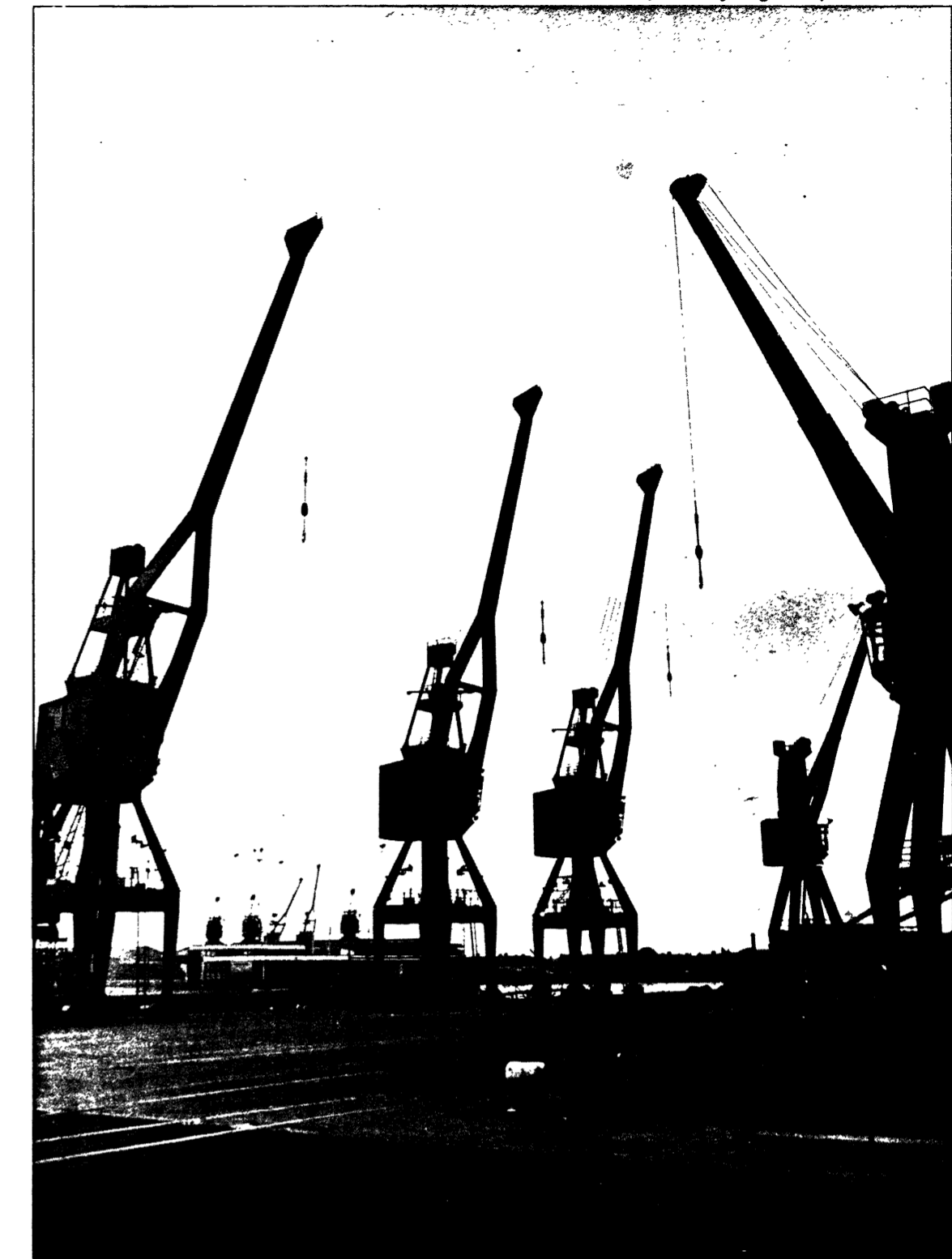
Containerization of deep-sea trade brought with it improvements in land transport networks. The cost of the land journey became a relatively insignificant proportion of total costs. Cargo was grouped in containers far inland and what little advantage there was in shipping through the nearest port was lost. Hence the exporter or importer (or more likely the shipping line) plumped for the port which offered the most sophisticated container berths.

Hull neither has the facilities nor the river depth to take the biggest ocean-going container boats, so what little deep-sea traffic she did possess is being lost. Benn Line has transferred its Far East trade from the port to Southampton and this has meant a 3.6-per-cent drop in Hull's import cargo.

The vast proportion of Hull's traffic is with Scandinavia and northern Europe. But this too has brought problems for the dockers.

With short-sea journeys, the land transport costs are correspondingly a greater proportion of total costs. Hence it can be marginally more profitable to group cargo near the port, especially if rates are that little bit lower than the big inland container bases.

In Hull there has developed a host of warehouse and haulage operators who have taken work away from the port, not only causing the



surplus in dock labour, but injuring its economic performance (see diagram).

Some of the examples are blatant. Ellerman's Wilson Line (a subsidiary of Ellerman Lines Ltd) is a major dock employer. It runs three roll-on, roll-off services to Sweden and northern Europe.

But despite the availability of dock groupage facilities the firm uses a subsidiary, Key Warehousing Ltd, to handle cargo within sight of the King George Dock.

North Sea Ferries (controlled by P&O), another roll-on, roll-off operator, drew heavily on the groupage resources of Panalpina (Services) Ltd, until the recent black on its lorries which led to a successful action against the Transport and General Workers' Union in the Industrial Court.

All this, plus the massively reduced manpower requirements of the roll-on, roll-off services and the container berths, has taken jobs away from the Hull dockers and injured the port's prospects.

But perhaps the most serious challenge has come from the rapid growth of the unregistered ports and wharves. The development of Felixstowe is the subject of a later article in this series. Suffice to say here that its rise is a major blow to Hull.

But the fiercest controversy has raged around the smaller operations along the rivers Trent and Ouse.

There are about a dozen private ports served by the Humber. Some consist of a jetty that can take one small 1,000-ton vessel a week. The cargo is often handled by part-time farm labour for wages and conditions way below those won by registered dockers.

The growth of these 'docking cowboys' has been alarming. In 1968, 677 ships passed

Goole bridge on the Humber. Last year the total rocketed to 1,748. The cargo they carry has been estimated at anything between 500,000 to 1.5 million tons and the National Ports Council has predicted that the rate of increase could go on at the rate of 750,000 a year.

LOW RATES

Again the existing port employers are often behind this development. East Coast River Services—part of an expanding shipping group on Humber— took over a small jetty and 15 acres of land on the river at Howden-dyke in 1968. Around £500,000 was spent on constructing a new jetty which now handles six vessels of up to 2,500 tons a week—mainly on short runs from north European ports.

Limbs, a stevedoring firm in Goole, has declared a surplus of registered labour. But it operates at another port—Selby—with unregistered men.

These small wharves cannot match Hull's roll-on, roll-off service, but they can offer low rates, fast turnaround and no strikes, mainly because they employ casual labour, often on a part-time basis.

The workers at the 'cowboy ports' earn between a £18 and £20 basic; this compares with the Hull dockers' £35 for a 35-hour week. The men make up their wages with overtime. At Howden-dyke an average 62-hour working week boosts earnings to £40.

This totally undermines the rights and conditions dockers have spent a century fighting for. But it also weakens the port. The Hull Chamber of Shipping has come up with the startling evidence that Hull cargo costs about £1.05 per cubic foot but the rate at a private port near Hull was

65p and this was before the 5-per-cent rise in Hull port charges earlier this year.

Now other port employers are moving out. The latest is a firm called W. S. Barchard and Sons Ltd, who bought a private wharf earlier this year and moved operations from the docks to Bankside on the river Hull. The company hopes to employ its own unregistered labour to unload timber boats. It admitted moving to cut costs by recruiting unregistered labour.

So, far from being the cause of Hull's troubles, the dockers have been the victims.

A decade ago approximately 4,600 registered workers were employed at the port. Now the figure is dropping below 2,480, with 500 men already surplus to requirements.

One of their leaders, Walter Cunningham, describes how the militants tried in the early days to warn of the gathering storm.

'The stewards tried to put it over for the last few years. But it was hard to alert the men to the dangers. The thing was really highlighted when we started getting redundancies on the dock. When you have full employment it's hard because the problem doesn't become apparent until you find yourself in the unattached pool.'

This growing awareness is reflected in the progressively dwindling response to the four severance schemes launched by Hull employers to get the men off the dock.

In 1967—the year of decasualization—a massive 1,400 men accepted severance. Last year only 105. Now, with unemployment on Humber rising steeply, no one wants to leave before retirement.

The Hull dockers are among the best and most principled fighters in the whole port industry. They have a record of solidarity with other workers

in struggle. They were the last to lift the black on Pilkingtons glass after the firm victimized its St Helens workers.

Their solidarity is unparalleled and once they decide to fight, they do so with a fierce determination.

Reaction to Devlin was slow. Even now many of the militants plead that the employers haven't carried the recommendations in the way intended. But others realize that all the talk about the fine future for dockers had no substance—it was simply designed to push through a deal which was a blueprint for speed-up, productivity and

redundancy on the docks.

Now the employers are revealing their true face and hitting back hard—with groupage warehouses, unregistered ports and threats of closure. It has been a big lesson.

From the midst of this turmoil and struggle a new consciousness is gradually developing.

Walter Cunningham expressed this:

'When you get the most efficient way of moving cargo, then you would expect it to benefit the ordinary people. You would expect the cost of living to go down. But it's not.'

'We have accepted modernization—and we accepted the cost, and the cost has been our jobs. If this process continues, all the registered ports in the area could be finished.'

PROGRESS

He raises an important point. There is more than just jobs at stake in the Hull battle. The key question is posed—who reaps the harvest of progress, the workers or the employers?

George Teal, a retired

docker from Hull, suggested an answer:

'You could run this dock with 250 men if it was completely modernized. With pressure from the union maybe we could get 1,000 jobs. That's from the 4,600 who used to work here ten years ago. Well there are 2,400 dockers here now, so the employers are half way.'

'What faces the dockers is this: there either has to be an industrial revolution with the workers getting the benefit, or we will be all out killing ourselves for a job.'

'If the capitalist system cannot give us the fruit of pro-

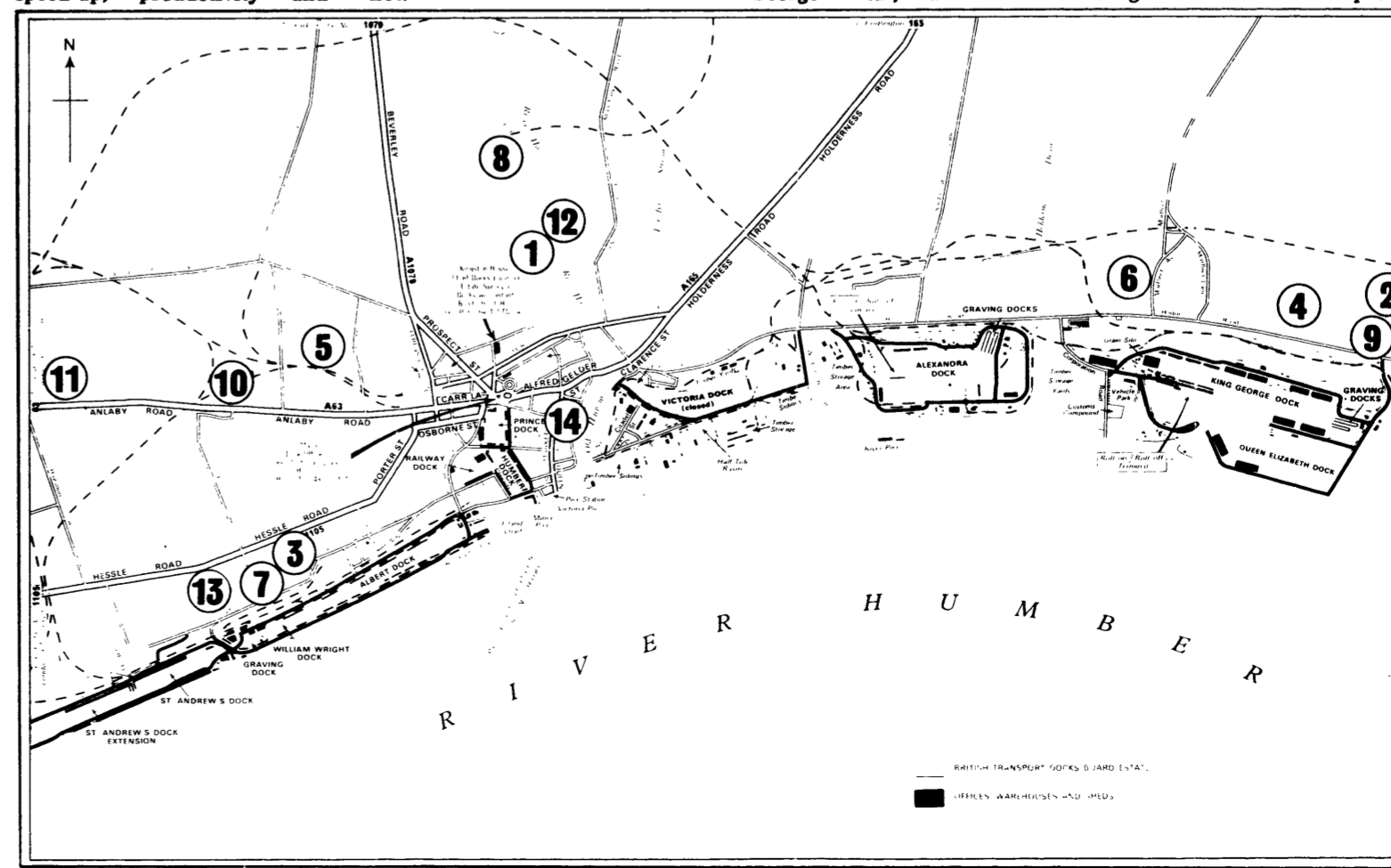
gress, then the capitalist system will have to go. It's standing in the way of progress.'

The Hull dockers, who face the biggest battle for their livelihoods, could make a great contribution to the national struggle. If their militancy and principle find political expression, they could be a decisive force.

HULL'S INLAND PORTS

1. Trans European Pallet Services (GB) Ltd, Wincolme. (Operators World Transport Agency Ltd and Armfields International also use depot.)
2. Panalpina (Services) Ltd, Valetta St.
3. McVeigh Transport, Liverpool St, also Laporte St, Immigham.
4. Ferrymasters Ltd, Greatfield Lane.
5. Edwards of Hull, National Avenue.
6. Key Warehousing Ltd, Marfleet Avenue.
7. Hull Euroscan Ltd, Brighton St.
8. Baxter and Hoare, Bankside.
9. LEP Transport, Valetta St.
10. MAT Transport, Springfield Rd.
11. Humber-side Storage, Springfield Way.
12. Tower Shipping, Wincolme.
13. Gelders (UK) Transport Ltd, Wiltshire Rd.
14. Spear Warehousing and Transport Co Ltd, High St.

These are all firms which have advertised groupage, or handling of part container loads. There are more.





FROM THE SUBLIME TO THE RIDICULOUS

BY MICHAEL NOLAN

Anyone interested in seeing where the road of middle-class protest leads would have had a great deal to learn from the National Anti-War Convention held at the Los Angeles campus of the University of California on July 21-23.

Since so many years of 'mass mobilizations' have failed to stop the Vietnam war continuing with all its genocidal ferocity, it might be thought that the futility of such activities would have dawned on those involved.

But not a bit of it.

It was clear that most of the 500 participants in the convention, dominated by the ex-Trotskyists of the Socialist Workers Party, had learnt nothing and forgotten nothing. They have not yet woken up to the fact that gone forever are the balmy days of three or four years ago when tens of thousands marched down Fifth Avenue and every campus was allame with protest.

All the sections of the American left present at the convention — from the McGovernites to the sectarians

of the Spartacist League—had to measure their policies against changes that have taken place since that time.

Not only have the diminishing anti-war protest stunts failed to do anything to arrest imperialist barbarity, at the same time they have become increasingly remote from important developments in the American working class.

Efforts to keep down wages in order to allow the American capitalists to compete in the growing international trade war have resulted in recent months in sharp struggles by dockers on both coasts, by groups of public employees, and many other workers.

The policies of Nixon have forced even some of the most reactionary trade union leaders to resign from the National Pay Board when attempts were made to introduce a wages freeze.

The selection as Democratic presidential candidate of George McGovern, not noted in any way for friendliness towards the trade unions, has forced many union leaders to adopt a position of neutrality between the two main capitalist parties for the first time since 1940.

In this situation the political independence of the working class is posed more sharply

than for a generation. The struggle for a Labour Party in the United States through a national congress of the working-class movement can thus have a significance that it has not had for many years.

Despite the presence of a good number of trade unionists at the convention, however, such considerations were virtually absent from its proceedings. The SWP, which dominated all the votes, thought that the most important problem was how to have yet bigger and better demonstrations, more campus protests and much more of everything else that has happened so many times before.

What struck the foreign visitor about such activity was not simply its futility; but also the assumption that everybody in the world was waiting for it to take place.

Not only was it true, said the SWP, that the President and his friends quaked in their shoes every time they knew there was going to be a demonstration, but the heroic liberation fighters of Vietnam depended on these protests to keep up their spirits. Such views are a most degenerated form of American 'particularism', showing a negation of any real form of internationalism.

But the policies of the SWP are worse than this. Their vice-presidential candidate Andrew Pulley spoke at the convention itself and at a number of campaign meetings beforehand. He spoke about the discrimination against women, against homosexuals and against racial minorities. The working class was usually mentioned, if at all, as just another group in society with grievances which needed to unite with the others in a mass movement to overthrow the present order.

Such a view of capitalist society clearly abandons all serious consideration of the struggle between the classes to impressions about the reactionary character of the working class. It is little wonder that one SWP member tried to explain to the conference that dialectical materialism was the science of starting from concrete reality.

If he really believes just this, then it is hardly surprising that his party bases its work on its surface impressions of American society.

The degeneration of the SWP goes well beyond its abandonment of Marxist philosophical positions. The convention made it clear how such attitudes lead directly into the camp of the bourgeoisie.

The most active and hard-working group at the conference was one devoted to securing support for McGovern. Their argument was simple. McGovern has said he will end the war.

The SWP and their friends have argued that the war is the 'single issue' that unites them, so why could they not

then support this anti-working class candidate? Why not indeed?

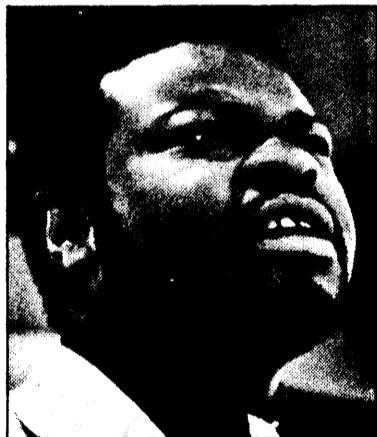
Although the SWP does not openly attack those who will not support McGovern, as the Communist Party does, they can present few answers to arguments of this kind. Working with the Stalinists in the same milieu of 'progressives' and protesters, it is little wonder that their policies have come to represent a similar adaptation to certain sections of the ruling class.

Although they have candidates of their own in this election, the SWP does not turn them seriously towards the working class. They say virtually nothing about the need for the political independence of the working class, and it thus becomes more and more difficult for them to maintain any of their own few tenuous links with political independence.

Perhaps the clearest expression of this was in the separate discussion among the trade unionists at the convention. Here those union members who supported the SWP were the most pessimistic about the possibility of the working-class movement doing anything to end the war.

Workers, especially those in industries in some way connected with the war, were too fearful for their jobs. The call for a Labour Party, it was said, was only 'the music of the future'. Even those who supported McGovern had a more positive message than this.

It was left to the Workers League and the Young Socialists to fight for the only policy that would give the anti-war



Top left: the Vietnam war which McGovern (right) has said he will stop. McGovern is noted for his anti-working-class policies. Above left: SWP candidate, Andrew Pulley—calling for ever more vast and more useless 'mass mobilizations'. Above right: Panther Bobby Seale—sunk in 'vote for me' reformism

struggle any real meaning—the political independence of the working class.

With even some of the most reactionary trade union leaders being forced to admit the possibility of a Labour Party, the tendency towards this independence is clearly a factor that has to be taken into account by every capitalist politician in the United States.

Not, however, by the SWP and its friends.

Thus they not only turn away from the working class, they turn away from any policies than can mean success for the anti-war movement which they lead.

The astonishing amalgam of political forces at the convention included many critics of the SWP. The one-time Maoists of the Progressive Labour Party were there, utterly unable to come to terms with any of the prob-

lems raised by the anti-war movement. Because of their cavalier rejection of the history and theory of the international communist movement, these people seem unable to do more than repeat sterile slogans about racialism and genocide which do nothing to aid the struggle against the bourgeoisie.

Also present was Bobby Seale of the Black Panther Party. He has now become so sunk in reformism that he could do little but try to present the glorious prospect that will be opened up when he becomes mayor of Oakland. He did not care how people voted in the meantime so long as they voted for him at the right time. Such a perspective can win nothing for the working class, black or white.

Among other groups at the convention were homosexuals, women's libbers, and assorted black nationalists, as well as

the Spartacist League of James Robertson. A large group of Robertson's warriors had been sent from as far afield as New York. Their feverish activity involved presenting enormous motions, numerous quotations from Trotsky, and a long list of slogans and demands.

First among these was the call to expel the bourgeoisie from the anti-war movement—a rather incomprehensible notion since hardly anybody else is in it. This was combined with a call for a Labour Party based on the trade unions which was not related in any serious way to the trade union movement that exists. This group of confusionists combines an idealist approach utterly separate from the actual movement with an avoidance of any international perspective or any real turn to the working class.

The small group of Workers League members and supporters fought to turn those few serious students and trade unionists present towards a struggle for the political independence of the working class.

Only in such a way will it be possible to defeat both the war and the system which lies behind it.

The SWP and their friends have gone much too far from such a perspective to be other than an impediment to such developments. They began long ago on the slippery slope of protest politics, and they have slithered down to political impotence, capitulation to pro-capitalist forces, and the tired repetition of the call for ever more vast and ever more useless 'mass mobilizations'.

WORKERS NOTEBOOK

LADY VESTEY

Lady Kate Vestey, the 27-year-old wife of Midland Cold Storage's proprietor, the multimillionaire Lord Vestey, is on holiday at Nice on the French riviera.

But tragically, she's all on her own. She told the 'Sunday Mirror': 'Sam (Lord Vestey) was going to come with me, but he couldn't because of all the trouble at Midland Cold Storage.'

'I didn't want to go on holiday either, but it looked as though I should because we were staying with friends in a villa outside Nice and it would have been rude if neither of us had turned up. We had planned to stay two weeks, but now that's not possible. I'll be going home next week.'

In a memo obviously directed at the grasping dockers who have ruined poor Lady Vestey's holiday, the 'Mirror' adds: "'Home' is a town house in Belgravia and a 65-room mansion near Cheltenham.'

RAG TRADE

Garment workers currently engaged in a bitter pay fight with the employers will be interested to see how their bosses are making out financially.

This week Illingworth Morris, the Yorkshire-based woollen textiles group, handed round bigger dividends and free shares after announcing higher earnings.

With pre-tax profits up from £1,022,000 to £1,378,000 in the 12 months to the end of March, shareholders drew dividends totalling 12½ per cent compared with 11 per cent last year.

The directors have also decided to make a free bonus issue of one new non-voting share for each two shares already held. They also promise to pay at least the same dividend on the increased capital next year, which means shareholders are already assured of another income boost.

That takes care of the well-heeled shareholders, thank you very much, but what about the workers?

Meanwhile, Montague Burton, the tailoring giant, is not satisfied with the profits it is making in the rag trade. It

has just formed a new company called High Street Transport Limited to handle distribution of its own goods as well as outside road haulage.

All the existing Burton group fleet, including Ryman office equipment vehicles, will eventually wear the new High Street Transport livery.

Just to keep the business connection as obscure as possible, the High Street Transport vehicles will not carry means of identification with the Burton companies.

ARBITRATOR

Struck with horror at the prospect of an all-out confrontation between the working class and the Tories, the Church of Scotland, no less, is moving into action.

The men who preach predestination have just brought out a new book of services and prayers for public worship.

One special prayer introduced for the first time, asks for God's help in strikes and is called 'When There Is a Strike'.

It is not yet clear if the Church of Scotland will press for God to be called in to act as supreme arbitrator in disputes.

WRONG MAN?



Muskie

Any suggestions that Sargent Shriver is the greatest political opportunist since Lazarus are untrue. Or are they? It has just been revealed that Shriver, a Kennedy clansman, has been silently battling in the presidential race before joining McGovern. He gave \$2,000 to help one of the candidates. McGovern? No: Edmund Muskie.

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PLEDGES BROKEN AS NO-STRIKE DEAL IS IMPOSED CLYDE WORKERS IN FAIR SCOTTISH JOBLESS

BY JACK GALE

THE STRATEGY of the Tory government is to create widespread unemployment and then to use this to weaken trade union organization and drive down living standards and conditions of work.

Above all, the Tories want to take away the basic right to strike. Without this right, established over 200 years of labour struggle, the working class will be unable to resist the imposition of intolerable working conditions.

This is the central purpose of the Industrial Relations Act.

And nowhere is this strategy being more ruthlessly carried out than in Scotland, where the latest figures show 138,544 people registered unemployed (6.5 per cent). When UCS went into liquidation in 1971 the figure was 114,600 (6 per cent).

Over 24,000 workers have joined the Scottish dole queues in the last year.

The UCS settlement can only be understood in relation to this Tory strategy of creating unemployment in order to break the unions.

When the Stalinist-led work-in began on July 30, 1971, there were 8,500 men employed in the yards. There are now about 6,000. And neither the newly-established Govan Shipbuilders concern nor Wayne Harbin's Marathon Manufacturing company will save these jobs.

On June 27 shop steward Gerry Ross—a leading Communist Party member—announced details of the planned transfers of labour from the Clydebank yard to Marathon. These revealed that the fate of 1,000 workers depends upon

new orders of which there is no sign whatever. When two existing ships are completed next month, there is nothing left for these men.

Meanwhile Marathon had announced that it could employ 2,000 workers at the most—and that not for another two years.

In fact Marathon undertook to employ only 151 of the 176 Clydebank workers sacked in the first days of July.

It must be stressed—and the Communist Party's 'Morning Star' has been completely silent about this—that these 151 workers are the ONLY men that Marathon is definitely committed to employing immediately.

Marathon has promised to take on 500 men by the end of September, but it has signed no agreement to this effect.

The company has said it will employ 2,000 men in 18 months' to two years' time, but, again, it has signed no agreement to this effect. So the 'Morning Star's' claim on July 21 that there was to be a smooth transition without fear of temporary redundancies' was totally false.

Not only will there be plenty of redundancies—they will be permanent.

And early promises that Govan Shipbuilders would be able to take on any Clydebank labour not required by Marathon rapidly proved worthless as a dearth of orders for the new complex was announced.

Indeed Govan Shipbuilders, far from being able to absorb more labour, was to start trading with no confirmed orders whatsoever. And this was at a time when orders for new ships in British shipyards fell by one-third in the 12 months ending in June 1972.

Thus unemployment haunts the Clyde once again. Despite all the Stalinists' talk of 'victory' the Tories have been allowed to get away with their strategy of increasing unemployment.

Repeated pledges by James Reid and James Airlie were prominently displayed in the 'Morning Star' that no settlement would be accepted that did not preserve all four yards and every job.

But precisely such a settlement has now been signed. And having succeeded in creating widespread unemployment in the yards the Tories are now pressing ahead with their onslaught against the unions.

Those workers left with jobs have had their union rights signed away.

When Trade Minister John Davies announced government backing for the new Govan Shipbuilders consortium this did not, as the 'Morning Star' claimed on July 1, 'set the seal on the UCS victory'.

For as the 'Star' reported without comment, this backing was based on 'an agreement on working practices acceptable to the government'. As every worker knows the government is seeking to base all working practices on the Industrial Relations Act.

And John Davies made it clear that further backing for Govan would be dependent upon increased productivity and a reduction of 'restrictive' practices.

But the agreement signed with Wayne Harbin of Marathon went even further than this.

This was exactly the type of agreement that the Tories would wish to impose on workers everywhere. It is the Industrial Relations Act in practice.

Workers Press warned as early as January 28 that Harbin wanted a four-year no-strike guarantee before he would buy Clydebank.

And that is exactly what he has got.

The agreement cannot be described more explicitly than it was by boilermakers' president Danny McGarvey, one of the signatories to it:

'There is no going back. The boilermakers have done something here that they would do for no other employer.

'Everyone knows what this means. There will be no strikes during the term of the agreement [four years]. We have agreed on this.'

It was on this basis that Marathon was able to announce that bonuses would be paid every six months and would be forfeited completely if more than one and a half weeks' work was lost within that period 'without legitimate cause'.

This means only one thing. Strikes are outlawed at Clydebank. And this is what the Industrial Relations Act is all about.

The trade union leaders, Communist Party stewards and their so-called Liaison Committee have opened the door to the application of the Act in practice. No amount of one-day protests can cover that up. This is a victory for the Tory government.

But it is a victory the Tories need not have won.

For hundreds of thousands of workers followed and contributed to the UCS fight.

Trade unionists throughout the British Isles sent thousands



For many shipyard workers the work-in has led straight to this Clydebank dole

of pounds to maintain the struggle.

Russian shipyard workers had contributed £15,000 by the end of 1971. The Irish Transport and General Workers' Union sent a large donation. Actors, folk-singers and other entertainers staged concerts and films to raise funds.

UCS stewards received hun-

dreds of invitations to explain their fight at meetings all over the country.

Students, old age pensioners and schoolchildren sent in donations.

And workers were prepared to show their support in action. When the closure was first announced 100,000 Glasgow workers joined a one-day strike

JONES-ALDINGTON solves nothing—that is the feeling of most port shop stewards and rank-and-file dockers at Hull. Three of their leaders told Workers Press reporter Stephen Johns why.

Terry Geraghty, shop steward, Hull and Humber Stevedoring:

'There is nothing for us in the Jones-Aldington report unless all the unregistered ports are going to come inside the scheme. This is the most serious threat to the dockers in Hull and this is what all the picketing is about.'

We have seen this problem coming for eight years now. We have tried to get the unions to do something about it with no success. All they were interested in was membership, membership at almost any cost.

This wasn't helping the docker and it didn't help the men in the unregistered ports either. They work under very poor wages and conditions.

Really the issue in these ports and modernization is the National Dock Labour Scheme.

The employers have been unable to get rid of this directly so they have been going round it with the development of unregistered ports and container depots. In other words the whole of the dockers' gains are at stake in this struggle.

I do not look on the conditions we have obtained under the Scheme as some kind of special privilege—they are a right.

The right of stopping workers being thrown right out on the dole is an important right. It is one that should not be eroded but extended to all workers. The fact that the unions have never

'All workers a job', says

fought for this—particularly the T&GWU—is completely baffling.

The guarantees under the Scheme are important for the development of militancy as well.

In struggles like Pilkington's, whole groups of workers, men who fought so hard for wages, were able to be thrown out of the factory; they were isolated and victimized.

This is why we supported them down here on Hull docks. Without the guarantees the employers just wait and strike out when the time is right.

I can't stress enough that behind this struggle is the Scheme and the rights we have won.

The other big issue is the way we are drawn into conflict with some of the lorry drivers.

This worries me because it might make relations bitter. The dockers have always backed the lorry drivers and tried to help them by 'blacking' firms who were giving them trouble.

This shop stewards' committee I am on is the most socialist I have ever had experience with. And the dockers will respond. Their past in Hull shows this.

We backed the Pilkington men, the council workers, the postmen and of course the miners. I hope the drivers realize this.

The other thing to stress is

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SEDS LS TO HALT NCREASE



on June 24, 1971, and 50,000 marched.

On August 18, 200,000 Scottish workers downed tools and 80,000 marched.

The working class needs to know why this enormous support, equalled only by the support for the miners' strike, was dissipated.

The fight was lost because the

leadership remained in the hands of the Communist Party members at the head of the shop stewards' co-ordinating committee and their collaborators, the reformist trade union leaders.

These people refused to link the fight for jobs with the fight to bring down the Tory government. Reid and Airlie explicitly stated that they were 'in business to save jobs on the Clyde, not to bring down the government'.

When the workers turned out in their hundreds of thousands, who did the Stalinists place at their head?

They chose: Vic Feather of the TUC, who had recently left the postmen isolated and open to defeat; engineers' president Hugh Scanlon, who was to retreat from the national pay claim; Anthony Wedgwood Benn of the Labour Party's NEC which had refused to nationalize shipbuilding when in office; and William Wolfe of the Scottish Nationalist Party, who argued that the closure was a 'Scottish' problem and not a class problem.

Amidst this welter of confusion the Stalinists organized a work-in which workers not only produced ships for the liquidator but handed them over as well.

The Stalinists did not call for occupation of the yards and call on other workers to join them. They organized work for the Tory government and kept the UCS men basically isolated from other workers, who were asked only for money, resolutions and participation in occasional demonstrations.

In these circumstances men drifted from the yards and, as resistance weakened, the Stalinists moved towards a deal.

Despite a mass meeting decision in November that no more ships should leave the yards without a firm pledge on the four yards and every job, Reid and Airlie persuaded the stewards in January to recom-



Reid: pledges broken

mend releasing the 'New Westminster City' in January because McGarvey had flown to Texas to seek a buyer for Clydebank.

In April two more ships were released in order not to jeopardize the Marathon negotiations.

The firm guarantee condition, and with it the pledge to save all jobs, was abandoned. A month earlier Reid, who is on the NEC of the Communist Party, had assured the readers of 'The Times': 'We shall honour the agreement we reach not only in the letter but in the spirit.'

A few weeks later, James Fox, who was being groomed by Harbin for the presidency of Marathon Manufacturing (UK) explained what this meant: 'I am afraid there must be some redundancies.'

'It is inconceivable that this will not happen.'

Thus the Communist Party, despite the spirit of the men of the Clyde and despite the magnificent response of the working class, has adopted a policy of accepting sackings and accepting employer-dictated terms, including no-strike pledges.

This is precisely what the Tories set out to achieve when Nicholas Ridley's 'Axe the Clyde' plot was first revealed.

The lesson of the Clyde is that it was through the agency of the Communist Party and the trade union leaders that Tory policy was imposed on the workers.

By itself the militancy of the workers was not enough to prevent this. The crisis of the working class remains the crisis of leadership.

It is the task of the Socialist Labour League, in constructing the revolutionary party, to resolve this crisis.

kers need right to ay Hull dockers

that these men going through the picket line are not the majority. This confrontation should not be necessary. The men who are prepared to hide behind the police like this must have no principles at all.

The way the police go at you is a shock at first. Then you realize what they are up to: defending the law—but that law is the Tory government's law and capitalist law.

This is Conservative policy—to keep cracking down on militants, intimidate them, arrest them, throw them in jail.

This is what we are facing in Hull. We know it!

Roy Garmston, deputy chairman, shop stewards' committee: 'The Devlin report broke the dockers up between employers. It split up the ports as well. Now the Industrial Relations Court has welded us together again.'

Devlin was supposed to offer us employment and security. But it has led to none of these things; we have disaster staring us in the face and all the growth is taken by these unregistered ports.

Now we have the Jones-Aldington report. If some of these ideas had come at the

time of Devlin they might have been worth it. But it's different in this period. The employers are just trying to get over a crisis by a few nice words so they can keep getting their pound of flesh.

What we really want is a complete overhaul of the industry—docks, road transport, the lot. Nothing in this report gets down to the grass roots and it's not meant to.

There is the question of nationalization. I cannot agree with nationalization the way it has been done in the past. The British Transport Docks Board is supposed to be nationalized for example. But it means nothing to the dockers.

They create courses for the bright lads in labour relations and a dozen things—but this is all jobs for the boys. Nationalization cannot work for the working man so long as there is no workers' control.

This strike has meant a big thing for the dockers. For the first time really since 1970 they are standing up together and fighting to save their livelihoods.

They have learned this is necessary from experience; not from schooling, but from experience—of years of men taking

severance, of firms going out of business—until we have nothing else to give.

Tony Fee, Hull docks delegate. 'I voted against this report because it solves nothing. It tackles none of the problems facing the dockers. Its real purpose is to create a temporary breathing space so the employers can get on with their plans.'

The solution I think should be a far shorter working week. We must get a system where this is possible, where progress doesn't mean unemployment but shorter hours and better money.

This will not work in this society, but this is what the battle is about; we are demanding a different system in the industry.

Nationalization I am in favour of in principle, but what kind of nationalization? Ask the railway workers about nationalization, ask the miners about nationalization—it just brought the dole for thousands of them.

Really when you are talking about nationalization for the working man you are talking about a socialist system. But how to achieve it, this is the question facing us in our struggle.

TV

ITV

11.10 Outlook. 12.25 Women. 12.50 Cook Book. 1.15 Bellbird. 1.25 Felix. 1.40 Flintstones. 2.00 Castle Haven. 2.25 Racing. 3.50 Danger Man. 4.40 Yak. 4.55 Junior Showtime. 5.20 Full House. 5.50 News.

BBC 1

9.45 Joe. 10.00 Flashing Blade. 10.25 Sounding Out. 10.50 Noggin. 11.25, 2.18 Cricket. 1.30 Trumpton. 1.45 News, weather. 1.53 Gwlad a Thref. 4.15 Play School. 4.40 Jackanory. 4.55 Vision On. 5.20 Scooby-Doo. 5.44 Sir Prancelot. 5.50 News, weather.

6.00 NATIONWIDE.
6.50 GOLDEN SILENTS.
7.15 Z CARS. Not Good Enough part 2.
7.40 LAUGH WITH HOPE: Bob Hope Stars in 'Caught in the Draft'.
9.00 NEWS, Weather.
9.25 DOCUMENTARY. A Question of Inflation.
10.15 FILM 72.
10.45 A LASTING JOY. Choice of poetry by C. Day Lewis.
11.15 CRADLE OF ENGLAND. 5: The Age of Affluence.
11.45 LATE NIGHT NEWS.
11.50 Weather.

BBC 2

11.00 Play School. 4.30 Cricket. 6.35 Open University.

7.30 NEWSROOM. Weather.
8.00 THE NEW MASTERS.
8.50 COLLECTOR'S WORLD.
9.25 OUT OF THE UNKNOWN. The Uninvited.

REGIONAL TV

CHANNEL: 1.45 Racing. 4.10 Enchanted house. 4.20 Puffin. 4.25 Odd couple. 4.55 London. 6.00 News. 6.10 Lookaround. 6.35 Crossroads. 7.00 Film: 'Cash on Demand'. 8.30 Queenie. 9.00 London. 11.00 Actualities et projections. 11.15 Gazette. 11.20 Weather.

WESTWARD. As Channel except: 3.55 Gus Honeybun. 4.20 News. 6.00 Diary. 11.03 News. 11.06 Paul Foot. 11.25 Faith for life.

SOUTHERN: 12.55 News. 1.00 Jobs. 1.25 Dick Van Dyke. 1.50 Farm kitchen. 2.15 Bellbird. 2.30 Racing. 4.00 Houseparty. 4.15 Torchy. 4.30 Crossroads. 4.55 London. 6.00 Day by day. 6.30 Smith family. 7.00 Film: 'Tarzan's Peril'. 8.30 Queenie. 9.00 London. 11.05 News. 11.15 Nine lives. 11.45 Farm progress. 12.15 Weather. Guideline.

HTV: 2.15 Racing. 3.30 Arthur. 3.45 Let's face it. 4.15 Tinkertainment. 4.30 Crossroads. 4.55 London. 6.01 Report West. 6.18 Report Wales. 6.35 Odd Couple. 7.10 Tarzan. 8.30 Queenie. 9.00 London. 11.05 Landscape with ponies. 11.35 Collecting on a shoe string.

HTV Wales as above except: 4.15 Miri Mawr. 6.01 Y Dydd. 11.35 Sion a Sian.

HTV West as above except: 6.18 Report West.

HTV Cymru/Wales as HTV Wales plus: 10.30 Dan Sylw.

ANGLIA: 1.35 Remember. 2.00 Mr Piper. 2.25 Racing. 3.45 Women. 4.10 News. 4.15 Felix. 4.40 Enchanted house. 4.55 London. 6.00 About Anglia. 6.35 Crossroads. 7.00 McCloud. 8.30 Queenie. 9.00 London. 11.05 Jesse James.

6.00 TODAY.

6.40 CROSSROADS.

7.05 QUEENIE'S CASTLE.

7.35 FILM: 'THE FEMINIST AND THE FUZZ'. David Hartman, Barbara Eden. Young policeman and woman doctor must come to terms when they share a flat.

9.00 CRIME OF PASSION.

Therese.

10.00 NEWS.

10.30 WHODUNNIT? Studio sleuths compete against each other and the studio audience in an attempt to find out who committed the crime.

11.05 CHILDREN TO CHILDREN. From West Germany — Play for One's Life.

11.35 DOCTORS' DILEMMAS.

10.15 A MATTER OF DISCIPLINE. The Monastery.

11.00 CRICKET. 5th Test.

11.30 NEWS. Weather.

11.35 LATE NIGHT LINE-UP. Claude Cockburn.

ATV MIDLANDS: 1.45 Racing. 3.35 Horoscope. 3.45 Women. 4.10 Simon Locke. 4.40 Rupert Bear. 4.55 London. 6.00 Today. 6.35 Crossroads. 7.00 Film: 'Law of the Lawless'. 8.30 Queenie's castle. 9.00 London. 11.05 Who do you do? 11.35 Jimmy Stewart. 12.05 Stories.

ULSTER: 1.45 Racing. 4.30 Romper room. 4.50 News. 4.55 London. 6.00 News. 6.10 Lidsville. 6.35 Crossroads. 7.00 Film: 'The Spy With My Face'. 8.30 Queenie. 9.00 London. 11.05 Shirley's world.

YORKSHIRE: 1.45 Mysteries. 2.15 Bellbird. 2.25 Racing. 3.55 Cartoon. 4.10 Calendar. 4.15 Crossroads. 4.40 Enchanted house. 4.55 London. 6.00 Calendar. 6.05 Hogan's heroes. 6.35 Film: 'Dodge City'. 8.30 Queenie. 9.00 London. 11.05 Two hawkers. 11.35 Spyforce. 12.30 Weather.

GRANADA: 1.45 Racing. 3.40 Junkin. 4.10 News. Peyton Place. 4.40 Enchanted house. 4.55 London. 6.00 News. 6.05 Kreskin. 6.30 Simon Locke. 7.00 Film: 'Guns of Diablo'. 8.30 Queenie. 9.00 London. 11.05 Man in a suitcase.

SCOTTISH: 1.45 Racing. 3.35 Horoscope. 3.45 Women. 4.10 Animaland. 4.15 Crossroads. 4.40 Origami. 4.55 London. 6.00 News. 6.15 Hogan's heroes. 6.45 Film: 'Three Guns for Texas'. 8.30 Queenie. 9.00 London. 10.30 The 'Queen Elizabeth'. 11.00 Late call. 11.05 Diversions.

GRAMPIAN: 1.45 Racing. 3.37 News. 3.45 Women. 4.10 Yoga. 4.40 London. 6.00 News. 6.10 Dick Van Dyke. 6.35 Crossroads. 6.55 Film: 'Dr Strangelove'. 8.30 Queenie. 9.00 London. 11.05 What in the world is water? 11.20 Epilogue.

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LONDON PLAN TO SPREAD DOCKS PICKET

FROM STEPHEN JOHNS

LONDON dockers met in a militant mood yesterday and decided to step up their campaign to close unregistered ports in the South of England.

They plan to organize a convoy of coaches to strike at specific target ports in a bid to stop employers shifting cargo to break the strike.

The decision came after a series of mass meetings in London that showed the attitude among the rank and file was hardening.

Men at the Royal group of docks heard Bernie Steer, secretary of the London docks stewards' committee, call for rejection of the Jones-Aldington report on the present terms.

'Don't take anything that will be a sell-out,' he told a 1,000-strong meeting at the dock gates. 'If you do the next inquiry will be for a memorial for the industry on how they are going to bury us all.'

He urged the dockers to stand firm until all the unregistered ports were brought under the National Dock Labour Scheme and jobs at container bases went to registered dockers by right.

'It is not just a matter of whether we win Midland Cold Store or Hay's Wharf or one or two individual places. It's a matter of getting hold of all the non-Scheme ports that have been hiding away and taking our strength away for years.'

'We say this to the employers: if you are offering 500 jobs and not the ports outside the Scheme, if you are offering us one or two container bases, you are not on—because we have just heard another report that has told us that there will be 10,000 jobs going out of the industry.'

'Do they really think they can offer us 500 then take away 10,000?'

He accused the employers of hypocrisy. They promised jobs in the Jones-Aldington report, but when that promise was chal-

lenged with a demand for guarantees of employment there was a silence.

'Now there seems to be a sudden reluctance on the part of the port employers to sit down and start talking,' he said.

'But before the latest proposals there were a lot of them making noises and promises.'

'The report came out after at least nine major reports since the war.'

'Every one of them was going to solve our future and do away with unemployment. When Jones-Aldington came out they said take it on trust.'

'We say to Jones and Aldington: don't let them talk to us about promises, let them put their money where their mouth is.'

Vic Turner, chairman of the London docks stewards, said this was the most important fight ever waged by the dockers.

'I think we might as well realize it. This will be the last battle we will fight. If we lose this one they might as well fill that dock over there with concrete,' he warned.

'We have been going round the country and it has been a shock.'

'We have found all kinds of people at ports we never even knew existed doing registered dockers' work. The conditions are bad, the pay is bad.'

'These operations are slashing us to pieces,' he said.

At Tilbury men heard a



Vic Turner, London stewards' chairman, addressing Royal dockers yesterday

report on the Jones-Aldington talks by chairman of the shop stewards, Dave Marks.

He said that what Jones-Aldington had come up with so far was completely unacceptable to the men. Picketing was discussed and there will be an intensification of this work during the week.

They have so far received £200 from Midland car workers with a promise of a further £800 this week.

The meeting agreed to black all Vestey's work even after the strike was over.

Preston dockers are more determined than ever to win their four points before they go to work.

Phil O'Hagan, chairman of the Preston shop stewards, told Workers Press: 'We'll stay out for the four points. Our problem is still 30,000 jobs—though we'll still take Jones's 200.'

He thought a new delegate

conference could be a close vote, but saw no point in going back to work without jobs guarantees.

Workers' control was more a long term demand, he thought.

'How are we going to get workers' control under these Tories? We need united action through the trade union movement to fight them. The dockers can't do it alone.'

Tomorrow the Preston area of the Confederation of Shipbuilding and Engineering Unions is to be asked for its active and financial support for the dockers.

At the unregistered port of Heysham dockers from Preston and Liverpool picketed in strength yesterday.

They were outnumbered by police who have been assisting the continued operation of the wharf. At nearby Glasson Docks, grain was discharged from two ships.

ALL TRADES UNIONS ALLIANCE MEETINGS

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

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.'

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

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

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

Socialist Labour League PUBLIC MEETINGS

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

LIVERPOOL

MONDAY AUGUST 14
7.30 p.m.

Stork Hotel
St John's Lane

Speakers:
LARRY CAVANAGH (Liverpool dock worker)

ALAN STANLEY (Vauxhall Ellesmere Port shop steward)
Both in a personal capacity

Chairman:
BILL HUNTER (SLL Central Committee)

MANCHESTER

FRIDAY AUGUST 18
7.30 p.m.

Milton Hall
Deansgate

Speakers:
LARRY CAVANAGH (Liverpool dock worker)

ALAN STANLEY (Vauxhall Ellesmere Port shop steward)
Both in a personal capacity



Jimmy Kelly

BY PHILIP WADE

LEADERS of the four building unions representing over 350,000 workers, meet in London today under enormous pressure to call an all-out, national strike for the £30, 35-hour week claim.

Resolutions from all over Britain demanding a national strike have been flooding into the headquarters of the Union of Construction, Allied Trades and Technicians.

Pressed hard by the rank and file, the majority of UCATT's regional officers are also in favour of a national stoppage.

For seven weeks union leaders have tried to restrict the campaign to selective strikes, only involving about 30,000 workers.

The move for a national strike gathered pace after last week's attempt by UCATT to tell the rank-and-file, they were prepared to accept an immediate basic wage of only £23 and a no-strike clause with guaranteed bonus payment.

Now there are well over 100,000 building workers out, and work has stopped on every major site in Britain.

In London, flying pickets were in action yesterday.

Pickets from the World's End, Cubitts site, managed to stop work at a number of places, including that at Chelsea Football ground where a new stand is being constructed.

UCATT militant Jimmy Kelly told me: 'If we can stop these little jobs, where all the racketeering goes on, we will be

Sites demand all-out strike

in a stronger position to win.'

'The union leadership should know by now what the rank and file wants. We are not going to swallow any sell-outs.'

'We have to stay out as long as necessary to win the £30, 35-hour week claim. The call is now going out for a national building strike. I was never one for this selective strike strategy,' he added.

'Over the last few weeks the working class has been moving to get the Tories out and it could work.'

In Hull 400 strikers met at Bevin House to pass a resolution demanding that the union leadership fix a date immediately for a national strike.

Strike committee chairman, Stan Suddaby, told the meeting that all small sites in the city would be brought out this week. He said the union's executive had been 'swamped' with calls for all-out strike action.

MORE than 100 Preston building workers assembled outside the Silent Shepherds Market Street site yesterday to hear Jack Tyrrell of the local action committee report on progress of their national strike.

'In the Midlands and the South West it's snowballing,' he said. 'I've seen it myself. We're not one isolated bunch here. Before it's finished we'll have every job out.'

Alan Moon, another member of the action committee, told the building workers of a dockers' statement supporting their strike. A resolution supporting the dockers was passed unanimously.

Mike Gallagher, UCATT branch secretary from Aldington, attacked press bias.

The editor of the 'Lancashire Evening Post' had slandered the building workers for stopping the Preston Guild, he said. (The Guild is a festival, due to start September 23, on the history of the town.) 'But how much

is the "Post" editor getting each week?' he asked the meeting.

BUILDING workers at Luton's large Arndale Centre site joined the strike yesterday.

'The 250 men here have come out without the union's backing because we're fed up,' said T&GWU scaffolders' steward Les Walker.

Arndale pickets were angry that Electrical and Plumbing Trades Union contractors had been given union permission to work on the site during the strike.

COACHLOADS of Medway flying pickets will launch a series of campaigns this week to gain 100 per cent backing for the building workers' strike in the Kent area.

The pickets will be organized by the Medway action committee under the leadership of Jim Duffy. They will also make a drive for union membership on the various sites.

Lambeth march for dockers

LAMBETH Council of Action has called for a demonstration through South London in support of the dockworkers' national strike.

At the Council's committee meeting on Sunday, secretary Vivienne Mendelson said that there had been a massive campaign launched by the Tory press to isolate the dockers in their fight for jobs. It was for this reason, she said that the Council of Action must mobilize all sections of workers and tenants to support the dockers' fight.

The committee laid plans to contact building workers, tenants, engineers, print workers trade union branches and every section of workers in the area for a demonstration on Saturday, August 26.

WEATHER

A RIDGE of high pressure across Ireland and Scotland is expected to move slowly southwards.

Southern and eastern England and the Midlands will have mist or fog patches at first, with sunny periods later.

Wales and northern England will be mainly cloudy at first, becoming brighter later.

Northern Ireland, South and East Scotland will be rather cloudy, but will also have some bright intervals.

North and West Scotland will be mostly cloudy, with a little rain or drizzle.

Temperatures will be near normal in the North-West, but it will be warm in the South-East.

Outlook for Wednesday and Thursday: Dry and warm with sunny periods in England and Wales, but mostly cloudy in Scotland and Northern Ireland, with drizzle or rain at times, chiefly in the West, and near normal temperatures.

CIRCULATION

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