

WORKERS PRESS

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DAILY ORGAN OF THE CENTRAL COMMITTEE OF THE SOCIALIST LABOUR LEAGUE

DOCKERS STEWARDS

SAY — STRIKE

GOES ON

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The stay-out call came from the National Port Shop Stewards' Committee, which met after the docks delegates had decided to call the strike off.

The stewards' decision covers London, Liverpool, Hull, Grimsby and Immingham, Goole, Manchester and Preston.

Dockers from Southampton and Bristol, the two other large registered ports, were not present.

They are continuing the strike for the four points which include abolition of the temporary unattached register, but more important, the dockers' exclusive right to stuff and strip containers and the registration of non-Scheme ports.

Their decision is a vote of complete no confidence in the official leadership of the union. It is a resounding defeat for Jones who has proved completely incapable of not only defending dockers' jobs but those of his entire membership.

The biennial conference, the union's policymaking body, must be recalled immediately to reaffirm total opposition to the Industrial Relations Act and to oust the old leadership which has co-operated with the Act—paid its fines—and courted the Tories and the CBI.

If the dockers are to win the whole strength of the trade union movement must be rallied in their support.

Build Councils of Action in all areas so that the attacks of the police—and no doubt the British army—can be resisted by the working class. These councils must prepare to force the Tories out.

Earlier yesterday a furious confrontation erupted at Transport House after the news was given that the delegates had voted to call off the strike and accept the rehashed Jones-Aldington report.

Huge contingents of police—some of them mounted—tried to cordon off the union's headquarters from the lobbyists who were insisting on the right to talk face-to-face with Jones and their delegates.

Dockers invaded the building, interrupted a press conference and abused Jones and Tim O'Leary, the national docks secretary.

One docker calmly filled a tumbler with water and hurled it in Jones's face. (See full details of lobby on page 12.)

The proposals accepted by the delegates are a rehash of the first Jones-Aldington report plus more promises.

They provide for a further erosion of the Dock Labour Scheme by allowing unregistered depots to continue dock work and even the phoney concessions depend on the employers' goodwill.

On the key issue of the unregistered ports all Jones could offer was another inquiry.

In short the latest proposals offer no guarantee against a further swingeing cut-back in the dock labour force.

The recommendations hinge on a feeble first clause which states the committee will 'continue its efforts to guarantee groupage container and port-type work' for registered dockers.

They propose to approach individual container firms and ask them to give preference to dock workers.

Defined areas of work within the depots will then come under licensed port employers or port authorities. Dockers will be employed permanently or on temporary release from port employers.

In other words the depots will be allowed to continue as unregistered operations.

The 'investigation' that is promised will cover firms that have moved off the dock since Devlin Phase One in September 1967. By October, firms which have not agreed satisfactory terms will be reported to the committee which will discuss further action.

A special committee of shippers and port authorities will lay down standards of employment for depots and ways to bring them into line.

But the report admits that all its recommendations—'presuppose a willingness on the part of interests concerned to establish clear lines on which these activities should be performed in the future without disturbance'.

It was on this treacherous basis that Jones got his majority from the delegates in his bid to avoid an official showdown with the Tory government.



With police assistance, Jack Jones escapes from his members' demands into yesterday's delegate conference

Kremlin supports Amin's racialism

THE Soviet Union has given support to Ugandan president Idi Amin's decision to expel some 50,000 Asians holding British passports.

The official newspaper 'Izvestia' congratulated Amin on his stand against British 'blackmail' which showed Uganda was 'full of determination to take the path it chooses and decide its internal matters without any imperialist interference'.

The 'Izvestia' article is a crude attempt to flatter the Ugandan dictator whose racialist expulsion of the Asians is designed to win him cheap popularity with the Africans and plunder for his henchmen.

It is simply ludicrous to describe Amin as an 'anti-imperialist'. This man was trained by the British army at its Mons academy and fought enthusiastically as an army corporal against the Mau Mau in Kenya.

Amin's bloody military coup which overthrew the government of president Milton Obote was instantly recognized by Whitehall and for months afterwards Britain was the only country to acknowledge the new dictator.

Among the first acts of this 'anti-imperialist' was the suspension of parliament and the banning of all political parties and the trade unions.

The Soviet leaders' praise for

Amin has nothing in common with a genuine struggle against imperialism. Following the Ugandan leader's eviction of Israeli military advisers some months ago they hope to get a toe in the door themselves.

The Kremlin already enjoys excellent relations with Amin's northern neighbour, the Sudanese anti-communist Gen Numeiry.

The government announced yesterday that it would not use the new arrangements for accepting Asians evicted from Uganda as an excuse for cutting back the normal annual quota of Commonwealth immigrants.

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AROUND THE WORLD

Nixon envoy sees Vietnamese puppet

BY JOHN SPENCER

FOREIGN policy adviser to US President Nixon, Henry Kissinger, talked in Saigon yesterday with South Vietnamese dictator Nguyen Van Thieu.

The talks followed secret discussions in Paris between Kissinger and Le Duc Tho, the North Vietnamese politico member.

The two men have held three sets of secret talks since the liberation offensive began in Vietnam three months ago.

Neither the Americans nor the North Vietnamese have given details of the Paris discussions, though Le Duc Tho flew from Paris to Hanoi on Tuesday as Kissinger left for Saigon.

However, the North Vietnamese have made it clear that they will not accept a military settlement without discussion of the political issues involved in Vietnam—and their priority demand is the removal of Thieu from power in Saigon.

It is not clear whether Kissinger is in Saigon to give Thieu his marching orders or to reassure him that he will not be abandoned by the US government. But Thieu has certainly been showing all the signs of acute nervousness about his position.

A series of new decrees rushed through by his government earlier this month were aimed at destroying the last remnants of independence for the Saigon press, forcing them to pay huge deposits to the Interior Ministry or go out of business.

At the same time, the National Liberation Front guerrillas are moving closer to the capital, blowing up important ammunition dumps and cutting vital sup-

ply routes. Yesterday a squad of NLF saboteurs attacked the capital's airport at Tan Son Nhut.

Nixon's intensive bombing campaign in Vietnam is arousing widespread protests in the United States which cannot help his prospects in the November election.

His new-found friends in Moscow and Peking have been pres-

sing the Vietnamese to accept a deal with the US.

The bombardment and blockade of the North has plainly not shaken the resolve of the Vietnamese people to fight to the end against US imperialism and liberate the South.

Whatever the purpose of Kissinger's diplomatic manoeuvres this resistance is the chief barrier to Nixon's plans.

Purge fear in Egypt

FOLLOWING the ejection of Soviet military experts and the decision to merge with Libya, the Egyptian government is taking sweeping powers to deal with internal unrest.

The left-wing nationalists in Egypt have already voiced their fears that the merger proposal would lead to a new purge along the lines of the mass trials of pro-Soviet nationalists which followed Nasser's death.

Under the new law on national unity, being discussed currently at a closed session of the National Assembly in Cairo, harsh presidential powers are being hastily rushed through.

The law has already been approved by Col Muammar Gaddafi, president Sadat's partner in the Libya-Egypt merger plan.

The law establishes the Arab Socialist Union as the only legitimate political party in Egypt and forbids the establishment of any other political or popular organization.

In addition, there are to be severe penalties for 'rumour-mongering' and anyone who spreads rumours 'without suffi-

cient thought for the consequences' will be liable to an indefinite period of imprisonment.

This could affect anyone who accidentally mentions facts considered detrimental to the regime. For those who 'deliberately propagate false or biased news or rumours prejudicial to national unity' the penalty is supplemented by a large fine.

Hard labour will be meted out to those whose rumours 'take a sensational form directed towards the army'.

And if this were done 'in connivance with a hostile power' it would mean hard labour for life.

Hafiz Badawi, the president of the National Assembly, has said that the legislation gives 'permanent priority to the national liberation struggle and preference to the higher national interest over the special interest of any element, sect or social grouping'.

These measures are a necessary part of Sadat's preparations to come to terms with the United States and Israel behind a smokescreen of phrases about 'national liberation'.

They are directly aimed at the left-wing nationalists and university students who have become increasingly vocal against Sadat's passive stance towards the Israeli occupation of Arab lands.

Soviet and Chinese leaders court Suharto

UNDETERRED by a mounting anti-communist campaign in Indonesia, the Soviet and Chinese governments are assiduously courting the Suharto dictatorship.

Army sources in Djakarta said yesterday that an army general and a number of officers have been arrested in a purge of communist supporters in the armed forces.

Among them is Maj-Gen Suratmo, accused of involvement in the abortive coup attempt of 1965.

The coup—a desperate attempt to avert a right-wing takeover—was suppressed with great violence in which up to a million communists were killed by Suharto's murder gangs.

Many thousands of Indonesian Communist Party militants and supporters are still held in 'Devil's Island' concentration camps in the archipelago.

Army officers have claimed that communists are responsible for recent train accidents and fires in Central Java. They have accused Chinese financiers of bank-rolling the guerrilla operations.

Despite these allegations, however, the Suharto government has indicated that it wants to improve relations with Peking provided there is no attempt to interfere in Indonesia's 'internal affairs'.

In a speech to mark the 27th anniversary of the country's independence from Holland, the dictator said Indonesia wanted to open friendly relations with China, reopening the embassies which were closed in 1967.

'Whether these relations [with



While Moscow and Peking court Suharto, Indonesian communists are penned in camps like this

China] will thaw or remain as they are now depends on their attitude towards us,' Suharto said. 'We want to open friendly relations and co-operate with all countries, irrespective of political and social systems.'

'But certainly not with a country hostile or showing an unfriendly attitude towards us. The desire must not come from us alone.' Suharto has every reason for optimism on this score.

The Chinese Stalinists' support for Pakistan's butchery in Bangla Desh and their backing for Numairy in the Sudan have shown that Peking is quite prepared to back counter-revolution.

Nixon's visit to China has set the seal of imperialist approval on this extreme rightward turn in Peking's policy.

This has caused some concern in Moscow, which already has diplomatic relations with the Djakarta government.

The Soviet ambassador in Indonesia, P. S. Kutznotsov has invited Suharto's Minister for Social Affairs, Mintaredja, to visit the USSR for talks.

At the same time, he conveyed an invitation from the USSR Supreme Soviet to the Indonesian 'parliament' for a delegation of Indonesian MPs to visit Moscow in October.

These relations are not disturbed by Djakarta newspaper reports of Indonesian communist guerrillas training at secret bases in the USSR.

Suharto, who has cynically estimated where the Stalinist leaders stand, rightly treats these reports with great scepticism.

What we think

POWELL RESURRECTS THE INDIAN BOGY

ENOCH POWELL yesterday embarked on his favourite diversion—the so-called menace of the coloured immigrant—with the enthusiasm of a hungry vulture descending on a rotting carcass.

Speaking in Wolverhampton to a Tory women's luncheon, and no doubt encouraged by the shameless retreat of Jones and the majority of docks delegates, Powell evoked the spectre of hundreds of thousands of overseas British passport holders waiting to flood the British Isles.

The Ugandan Asians he said are 'the thin end of a very thick wedge'.

It only needed a local General Amin and another 1.5 million human beings from other parts of the Commonwealth would be subject to the same pressures, said Powell.

If Powell did not resort to his favourite metaphor, about the 'Tiber foaming with blood', no doubt it was because he did not want to embarrass the Tory Cabinet and, in particular, Geoffrey Rippon, who has been charged with the task of negotiating with Amin.

If a Labour government had been in power Powell's job would have been made easier and his tone would be that much more strident. But with a Tory administration in Westminster Powell has had to adopt a somewhat different style.

Britain, he said, should not depart from her tradition of offering succour to the oppressed (!).

'I am sure that Britain should not, and would not, decline her due share,' he went on.

'But it must also be said plainly that on any reasonable criteria that due share would be infinitesimal.'

In other words they (the Tories) can't say 'No' to Amin because the Indian minority are largely a business community and traditionally pro-British.

But they can slash their numbers to an irreducible minimum and keep their credibility with the middle class and the backward workers—not to mention some middle-class Indians.

The London Borough of Ealing (Tory dominated) has already taken its cue from Powell and is demanding the 'dispersal' of Ugandan Asians.

Warming to his Neanderthal theme, Powell then switched from Uganda, Singapore, Aden

and other unspecified havens of British passport-holders to the fighting in Liverpool.

On this question, as on the previous issue of immigration, Powell revealed his natural talent for distorting and exaggerating facts to suit his reactionary divisive ends.

The fighting and barricades in Liverpool, he said, had been endemic for months (!) in the city and had happened elsewhere in Lancashire.

Incredible and fantastic as it may seem to the Liverpoolians in particular, these barricades and all these mysterious battles in Lancashire have—according to Powell anyway—been suppressed by the police and the press.

As usual Powell was careful not to aduce any positive proof in the form of names, places, dates etc.

Powell's propaganda technique is based on an appeal to fear, ignorance and imagination rather than reason and intelligence. But the potency of his propaganda is in inverse proportion to the quality of working-class leadership in Britain today.

If his reactionary ethnic theories and his economic quackery are taken seriously by sections of the middle class and backward workers, it is only because the present trade union, Stalinist and Labour Party leaders, by their refusal to fight Toryism to a finish and by their treachery to the working class, generate the insecurity and agitation which enables Powellism to continue.

The last Labour government helped enormously to create the menace of Powellism because it failed to expropriate the monopolies and guarantee full employment and, at the same time, capitulated in the most cowardly fashion on the issue of the Kenyan Asians and the Immigration Act.

Now the T&GWU leaders by refusing to fight for the right to work, organize and strike under a Tory government are creating the conditions for a recrudescence of Powellism.

Liverpool is a warning to all trade unionists and socialists.

The only answer to Powellism is the creation of a Marxist leadership in the trade unions through the building of the All Trades Unions Alliance and the transformation of the Socialist Labour League into the revolutionary party of the British and immigrant workers.

Anti-union aim of Peronist rumours

BY WORKERS PRESS REPORTERS

AFTER a weekend summit meeting of Juan Peron and his supporters in Madrid, it is still unclear whether the 76-year-old ex-dictator will return to Argentina before August 25, the date by which all prospective candidates for the March 25 elections have to be resident in the country.

In a press conference in Madrid on Tuesday, Hector Campora, Peron's representative in Argentina, declared that Peron would return by the end of the year, provided he was guaranteed 'minimum conditions of safety'.

Campora stated that recently the secretary-general of Peron's Justicialist Party had been imprisoned and the party's headquarters were raided and several executive council members were taken into custody.

At the summit talks were leaders of the '62' Peronist unions

which represent 3 million workers, including the unions of engineering workers and meat packers. They said they would create commandos to protect Peron after his return.

Meanwhile in Buenos Aires, General Lopez Aufranc and Fernando Dubra have declared their opposition to Peron's return. Lopez Aufranc, an important general in charge of the armed forces in Cordoba, intends to mount 'head-on opposition to his return'.

Weekend trips to Madrid by their union leaders and blithe statements by Campora like 'The General has a blank cheque to solve present economic problems' can give no satisfaction to Argentine trade unionists who face mass unemployment and big wage cuts.

The whole issue of Peron's possible return is being used by the Peronist union leaders to break down the militancy of the working class and to cover up the preparations of the military to destroy trade unionism in Argentina. As a political commentator recently wrote in 'La Nacion', a Buenos Aires newspaper: 'We need something of the Brazilian style over here.'

Critical stage reached in building fight

BY PHILIP WADE

THE building pay claim is now at a critical stage. Although over 100,000 are on strike, the union leadership has refused to call a national strike for the £30, 35-hour week claim.

Despite the leadership's retreat, thousands more building workers are now on strike for the claim. Dozens of sites in the Southampton area have been stopped in the last two days.

On Monday alone, 32 sites came out and work stopped on the £14m Pirelli site at Eastleigh.

In the North East yesterday building workers struck on seven more private sites. Meetings were taking place on the others during the day.

Over 3,000 workers have now stopped in Bristol, holding up work on the Roman Catholic cathedral, a tobacco factory and a newspaper office.

At the same time however, the Communist Party is trying desperately to cover up for the betrayals of the leadership and to hold back a fight against the Tory government.

That is why yesterday's 'Morning Star' came out behind Tuesday's decision by union leaders for a 'rapid intensification' by the regions and against a national strike.

An editorial could only say 'there will be some disappointment' that no national strike had been called.

The 'Morning Star' was also very careful to confine the builders' fight to one with the employers, deliberately omitting the fight against the Tory government.

The Communist Party stands for peaceful co-existence with the Tories and capitalism. From the very beginning they have been in favour of selective strikes. This line was agreed at the 'Charter' conference in Birmingham.

When they were reminded of their position, at last week's mass meeting at the Conway Hall, leading Stalinist Jack Henry, UCATT regional secretary, defended UCATT general secretary George Smith.

'We want less bashing of the union leaders and more bashing of the employers instead,' he retorted.

To say the builders' battle is a wages question with the employers—as the Stalinists do—is to disarm builders by keeping them away from the real enemy and to prevent unity with other workers fighting the Tories.

The builders' pay fight is crucial not only for builders but for

the entire trade union movement. On an average building workers' wages are some of the lowest in the country.

With the craftsmen's basic at only £20 and £17 for labourers, they are forced to work long hours of overtime to take home a decent wage. The work is highly dangerous, and deaths on sites represent 40% of all deaths in industry.

The building unions are poorly organized, with a membership of just over 30% of those employed in the industry. Over 150,000 builders are unemployed.

The claim is a just one. It is aimed at securing decent basic rates throughout the industry, so that every worker — however weak the organization on the sites — will get a living wage.

But the Tories are prepared to back the employers in resisting a £10 increase in the rate and a five-hour cut in the working week.

The demand must be for a national strike of building workers, the recall of the TUC for the preparation of a General Strike to force the Tories to resign.

All major sites in the Greenock area are now out, including Gilbert Ash at Larkfield Hospital, McAlpine at Inverkip and Mitchell in the New Town Centre.

A picket of 200 at the direct labour site of Greenock Corporation was out yesterday morning.



Preston building workers out on mass picket

The corporation workers agreed to strike for the day and will meet this morning.

One of the local UCATT convenors and strike committee spokesman said: 'The latest offer is tempting but the ties and snags in it have not been publicised.'

'The offer is not £29 like the papers say, but £23 now and £25 in May 1973. We want a straight offer.'

'The whole of the West of Scotland is now black, despite what union officials say.'

In the Midlands the strike committee is holding twice daily meetings to organize picketing throughout the area.

They are particularly incensed about the employers' advertise-

ment in the 'Sun' which, they say, 'completely misrepresents the offer'.

A committee member told Workers Press: 'We are 100 per cent for a national strike. We want every single site out.'

Over 600 workers are out in Plymouth. West Country builders are now aiming at stopping work in Bath.

Building workers in Preston are angry with their leadership for not calling a national strike.

A strike committee member told Workers Press: 'The leadership are not doing what the men want. It is clear they want an all-out national strike.'

On hearing news from London that the building workers' leaders had backed down, one

large firm in Preston—Brown and Jackson—issued a press statement saying that the site was still working.

'Anyone wishing to work will get police protection from the company,' it said.

A picket from Marshall's was angry that the union leadership could not be recalled except after many years.

'It should be more often. We should change our own rules.'

Further support is coming in from the labour movement for the building workers. Apart from the dockers, Preston North Constituency Labour Party has come out in support and Preston South CLP will be meeting soon and individual members think it will also give complete support.



Paul Lafferty

BY IAN YEATS

LIVERPOOL joiner, Paul Lafferty (25), warned that the only threat to the success of the builders' pay and hours campaign lay in union leaders' efforts to keep the rank-and-file divided.

Commenting on Tuesday's decision by union chiefs not to call for a national builders' strike, Mr Lafferty said: 'I don't think the membership will have it. Men are stopping work all over the country and once we are all out, that's it. There'll be no change until we get what we want.'

Mr Lafferty has been on strike for several weeks after the Bovis

Builders and dockers must unite, says Mersey joiner

site where he works was among the first in Liverpool to be pulled out on selective strike. Married with two small children he and his family have been living on £10 Social Security.

He told me at his Liverpool home, 'This strike should have happened years ago. We have all been surprised to see all the lads coming out and the solidarity.'

'Up here in Liverpool it has always been the feeling that outside Merseyside there's been no militancy but the fact that North Wales and Wigan have been leading the fight and even the lump men have come out has made the lads feel terrific.'

'UCATT had been losing membership. Men just left the union because they were disheartened by being sold down the river for so many years. Now the militants have forced the union into action and even the men who have been leaving the union are wholeheartedly behind us.'

Mr Lafferty said local UCATT and T&GWU officials had shown little interest in the builders' campaign until an unofficial Mer-

seyside action committee was formed.

He said, 'They told us we would never get a national strike among building workers but then they felt the feeling of the men and decided to take over the fight.'

Now he says years of suspicion and even hatred of local union bureaucrats had been replaced with the fear that their policies will divide and weaken the building workers.

He specifically condemned UCATT regional secretary, Bill Crighton's statement at Liverpool stadium that workers on sites where employers concede the builders' claim should return to work.

Mr Lafferty said nationalization was the only lasting answer to the building workers' demands.

'I want to see registration of building workers so you get a reasonable living wage and fall back pay like the dockers.'

The crux of builders' problems apart from the effect of inflation was that one week a man could be earning £40 at one site and the next week drop to £14 somewhere else.

'Wage stability is what we want and that's why everyone's come out.'

'Nationalization is the answer to this strike and in the docks as well.'

'There were quite a few dockers on our march on Tuesday. The biggest thing is the T&G. It's the same union for builders and dockers.'

'If the T&G didn't discriminate between different sections of the union and used the power they had they'd win every strike.'

'If the T&G leaders made the call to unite the building workers and the dockers all T&G members would definitely respond.'

Mr Lafferty said the T&G biennial conference should be recalled not only to pledge opposition to the government's anti-union laws but to call for a General Strike to force the Tories to resign and to return a Labour government pledged to the nationalization of the docks and building industries.

At Tuesday's Stadium meeting

UCATT officials refused to read out a unanimous resolution from 250 Skelmersdale builders calling for a meeting of all Merseyside shop stewards to plan support for dockers and builders.

The resolution also called on the TUC to break off talks with Heath and the CBI and to organize a General Strike to force the return of a Labour government pledged to socialist policies including nationalization.

ALL TRADES UNIONS ALLIANCE MEETINGS

VICTORY TO THE BUILDERS AND DOCKERS!

TUC MUST BREAK OFF ALL TALKS WITH HEATH!

MAKE THE TORY GOVERNMENT RESIGN!

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

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

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.

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

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

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

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

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

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BOOKS ● PERIODICALS ● NEWSPAPERS

THE UDA'S TERROR SQUADS

The hooded men of the Ulster Defence Association, the extremist Loyalist group, are engaging in selective terror attacks on known republicans and innocent members of the Catholic community.

They have also carried out a number of executions in the past few weeks.

But so far neither the army nor the police has been able to apprehend anyone connected with these incidents. Indeed, in some cases the so-called security forces have been seen to be aiding and abetting the vigilantes.

The Association for Legal Justice in Belfast has been compiling a number of sworn affidavits which describe the UDA's methods.

The first incident concerns Daniel Curran (23), of Twinbrook, Dunmurry, who was beaten up while walking along Clifton Crescent on July 2.

His wife, Mrs Curran, explains what happened:

‘We had just got off the bus and were walking along the crescent. My husband was carrying the baby. Suddenly a crowd of masked men charged down the street. They pointed out a Catholic house and then they proceeded to break down the door, burst in the windows and ransack the house. One of them stood at the corner with a gun pointed at the house.’

‘We ran over to my mother-in-law's house and my husband handed the baby over to her. I said: ‘Do not leave the house again’, but he said ‘we need protection’. He ran to a neighbour's house to phone for help. They saw him go into this house. He closed both doors as he entered, but they broke

down the doors, my husband panicked and rushed out to the back. My husband ran into the toilet and locked the door and they threatened to shoot him if he did not open the door. He opened the door and they took him out to the lane at the back of the house at the point of a gun. Outside there were more UDA men. They dragged my husband down the lane. He shouted to the army for help but they ignored him.

They brought him to Roe Street and they asked someone to identify him, but they said they did not know him. They pointed a gun at him, but he knocked it out of their hands.

Then they blindfolded him and took him away in a Land-Rover. They took him to a hall, reblindfolded him again. They laid him on the floor and they beat him severely on the back, legs and chest. They then proceeded to burn his back with matches.

They took him away in what he thought was a Viva car and dumped him in a back entry in Alloa Street.

He managed to take the blindfold off and made his way to the Star Taxis. He went to the Mater Hospital for treatment. He has severe bruising, he has nine stitches in the back of his head, his right eye was badly bruised and required stitching. His feet were badly swollen, his face was walked on leaving heavy bruising.

Case No 2 concerns the shooting of Francis Arthurs of Falls-water Street, Belfast, on July 22. His brother, Edward, signed this sworn statement:

‘My brother was leaving the Engineer's Club in Corporation Street with his girl friend—taking her home.

The taxi proceeded up the Crumlin Road and was stopped



by UDA patrol at a check point.

They ordered everyone out of the taxi, searched them and told them they could go, then they told Francis to get out and the girl went on in the taxi with the rest of the passengers. They went on to the barracks at Tennent Street and reported this. The police and the army just laughed at them and said ‘Don't worry they [the UDA] will only question him and then release him.’

His girl friend and about four or five people then went to Musgrave Street station to report what happened as they seemed to have got nowhere in Tennent Street station, but the same attitude prevailed there.

I was told about the death of my brother by my other brother Robert on Saturday at noon. We went to Springfield Road police station to make inquiries. The police there directed us to go to Tennent Street police station. The police there told us to go to the City Hospital to identify him.

In case No 3 Kevin MacElkennon of Lisburn Road, Belfast, described how his home was broken into by UDA thugs. Kevin, who is 15 years old, describes what happened:

‘On Sunday night, July 9 at 12.10 a.m. we were watching television when a crowd of UDA entered the house. Two of my friends got up to see

what was happening and the UDA man saw us. The UDA then ran into the sitting room and beat us up. They hit me with sticks and batons on the side of my head, near my ear, and my legs, back and arm.

I went to hospital that night in the ambulance which the landlord had got. The police were there and they asked how it happened. We told them the story, they took our names.

My arm, according to the hospital, is badly bruised and sprained, my leg is also swollen. Father Lowry is now going to try and get me a job.

I have had to move out and get another house to live in. I have no parents and am supported by the welfare.’

WHO GIVES THE TORIES THEIR FUNDS?

With almost pre-election fervour, the Tory Party and its supporting organizations are collecting large sums of money from backers in big business.

Many of the donations go direct to the coffers at the Conservative Party's central office while others are fed into front organizations which support the Tories, like Aims of Industry, the Economic League, Common Cause and British United Industrialists.

These groups are mainly concerned with giving publicity to Tory policies and preparing dossiers for the employers on militants and left-wing tendencies in the trade union movement.

The following list was compiled by Labour Research Department. It totals £169,365 and covers 27 companies. There are, of course, private donations totalling many thousands of pounds which cannot be accounted for.

A number of Cabinet ministers and Tory MPs are connected with the donors.

For instance, British Ropes Limited had Anthony Barber, the Chancellor of the Exchequer, as a director prior to his Cabinet appointment, while Environment Minister Peter Walker was the co-founder and partner in Slater Walker Securities which gave £15,000 to the Tory Party last financial year.

Company	Recipient	Amount £	Year ending
Associated Biscuit Manufacturers	British United Industrialists	2,000	31.12.71
	British United Industrialists	5,000	
Associated Portland Cement Manufacturers	Common Cause	2,000	31.12.71
	Aims of Industry	2,000	31.12.71
Automotive Products Associated	British United Industrialists	2,500	
	Economic League	500	
Babcock & Wilcox	Aims of Industry	550	31.12.71
	Conservative Party	2,000	31.12.71
BBA Group	Conservative Party	8,525	
	Conservative Party	1,000	
C. T. Bowring & Co.	Conservative Group for Europe	500	
	Aims of Industry	675	
British Ropes	Common Cause	50	31.12.71
	South Yorkshire Industrial Council	7,500	
British Titan	Economic League	500	
	Aims of Industry	300	
British Vita Co.	P.E.S.T.	50	31.12.71
	British United Industrialists	2,000	31.12.71
Burmah Oil Co.	Conservative Party	5,900	31.12.71
	British United Industrialists	5,000	31.12.71
Clarke Chapman—John Thompson	Northern Industrialists	2,000	
	Protection Association		31.12.71
Courage	Economic League	250	
	British United Industrialists	10,000	
Eagle Star Insurance Co.	Conservative Party	950	
	Economic League	1,050	29.1.72
W & C French	Conservative Party	5,000	
	Economic League	750	31.12.71
Gill & Duffus	Conservative Party	1,000	
	British United Industrialists	1,000	31.12.71
Guardian Royal Exchange Assurance	British United Industrialists	2,000	31.12.71
	British United Industrialists	10,000	31.12.71
Phoenix Assurance Co.	Conservative Party	5,000	
	Economic League	200	31.12.71
Royal Insurance Co.	British United Industrialists	10,000	
	Liverpool Conservative Association	1,000	
Rugby Portland Cement Co.	Economic League	1,000	31.12.71
	British United Industrialists	15,000	31.12.71
Slater Walker Securities	Conservative Party	15,000	
	Aims of Industry	5,015	
Spillers	Economic League	1,500	31.12.71
	British United Industrialists	5,000	29.1.72
Swan Hunter Group	North East Industrialists	2,000	
	Protection Association		31.12.71
Tarmac	Economic League	600	
	Conservative Party	3,000	31.12.71
Taylor Woodrow	Aims of Industry	5,000	
	British United Industrialists	5,000	
Unilever	Conservative Party	2,725	31.12.71
	British Council of the European Movement	4,000	
Weir Group	British United Industrialists	2,500	31.12.71
	Aims of Industry	100	
Wilmot Breeden (Holdings)	Economic League	175	31.12.71
	Conservative Party	3,000	31.12.71



FOREIGN CAPITAL POURS INTO YUGOSLAVIA

By John Spencer

Forty-four foreign capitalist firms have invested more than £30m in Yugoslavia since the Tito government relaxed the control of foreign capital coming into the country.

Among the first involved are some of the biggest European monopolies, including Fiat, Daimler-Benz, Volkswagen, Pechiney, Bayer, Dunlop and SKF.

Though the bulk of foreign investment is concentrated in Slovenia and northern Croatia, close to the border with Austria and Italy, investment has penetrated into all but one of the six republics.

Until five years ago, foreign capital could enter Yugoslavia only in the form of credit—that is loans at fixed interest raised on the money markets abroad. Much of this credit came from the International Bank for Reconstruction and Development in Washington.

'RISK' CAPITAL

This method of raising capital overseas was strictly centralized and under close government control. But since 1967 the controls have been progressively relaxed opening up the country as an outlet for 'risk' capital.

The Yugoslav bureaucracy sees the opening up of the country to foreign capital as a means of stimulating the economy and absorbing the hundreds of thousands of unemployed and underemployed workers.

This is certainly one of the effects, but it is gained at a heavy price. More and more the nationalized economy must be subordinated to the requirements of foreign capital in order both to attract investment and ensure that it is not suddenly withdrawn by the foreign investors.

In the first years of the new system capitalists abroad seemed reluctant to take advantage of the new terms, so Tito has made considerable concessions in order to attract them.

The law has recently been changed to allow retransfer of invested capital at the expiry or cancellation of a contract and the old requirement that part of the profits be reinvested in Yugoslavia has been dropped.

To facilitate the movement of capital into and out of the country, the entire banking system has been reorganized to establish, for the first time, an internal foreign currency market.

This involves making the dinar a convertible currency and the operation of the foreign exchange market will fall to a considerable degree within the scope of semi-independent banks in the regions.

The idea is to establish the dinar at a rate of 17 to the US dollar, but in practice nobody knows what the dinar's 'true' rate is. To maintain its currency within International Monetary Fund parities, the Yugoslav government will have to adopt the classic deflationary tactics of holding down workers' living standards.

The working class in Yugoslavia will have to foot the



Tito: by relaxing the laws governing the inflow of foreign capital, Tito puts at risk the gains of the Yugoslav revolution

bill for the encouragement being given to foreign capital. And the gains of the Yugoslav revolution are increasingly put at risk by Tito's economic turn towards imperialism.

The Yugoslav government still maintains some controls over foreign investment, the most important of which is the stipulation that investors must take part as minority partners with established Yugoslav firms.

DICTATING FIRMS

But even this is not a fool-proof protection. The foreign investor may not have control but he will certainly want to have a major say in the way the enterprise is run.

And if the Yugoslav side of the 'partnership' is sufficiently desperate for new capital, the foreign investor can virtually dictate terms. There have

already been cases of British firms bringing their management consultants with them to speed up the operation of 'their' factories in Yugoslavia.

These moves also have very sweeping political implications. The resurgence of Croat nationalism and the reappearance of Ustachi fascist terrorists in Croatia is symptomatic of growing national discontent, often taking the most reactionary, restorationist form.

Tito's government is not interested in encouraging small investment in Yugoslavia. It is concerned with attracting the big European monopolies in industries like automobiles.

The official publication 'Yugoslav Life' states: 'It is really unnecessary for domestic enterprises to have as partners extremely small foreign investors who would not be able to offer up-to-date technology, organization or markets.'

'Since it is not impossible that even such investors would

find partners among Yugoslav enterprises, it has been decided that capital invested by a foreign firm must not be less than 1.5m new dinars [£38,000] . . .'

'Yugoslav Life' adds: 'It is not surprising that the first and largest investment with foreign firms was in the automobile industry. This is precisely the

field where, throughout the world, there is the most intensive linking of producers.'

Automobile manufacturers are also nobody's fools. Their readiness to invest in Yugoslavia indicates that they have 'confidence' in the Tito bureaucracy. The question is whether the Yugoslav working class can afford the same luxury.

TOP TEN FOREIGN INVESTORS IN YUGOSLAVIA*

Firm	Yugoslav partner	Firm's investment	Ratio of foreign to domestic capital
Fiat	Crvena zastava	£5.3m	26:74
Lacke & Farben	Cinkarna	£3.5m	49:51
IFC (US)	Crvena zastava	£3.4m	
Daimler-Benz	FAP-FAMOS	£2.9m	15:85
Semperit	Sava	£2.7m	30:70
Fiat	Crvena zastava	£1.6m	11:89
SKF	Konus	£1.1m	49:51
Klockner HD	TAM	£1.0m	13:87
Volkswagen	UNIS	£0.9m	23:77
IFC (US)	FAP-FAMOS	£0.9m	

*Excluding investment from other East European countries.

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

SOUTHAMPTON: A DOCK WITH A PAST BUT NO FUTURE

BY IAN YEATS

Ten years ago, when members of the Royal family arrived at Southampton bound for Cowes, west of the Royal Pier they looked out over hundreds of acres of largely tranquil marshes.

On sunny afternoons local people could be seen watching their children playing at the water's edge.

Up to half a mile away across the tough, sparse, river grass the great passenger liners of Cunard, P&O and Union Castle prepared for voyages to America, South Africa and the West Indies.

By 1965 black, red and white surveyors' markers suddenly appeared and shortly afterwards the pile drivers, bulldozers and dredgers moved in.

Today nearly 100 acres of marsh have been reclaimed and three container berths deal with 50 per cent of the 28 million tons of cargo which pass annually across the quays. Another container berth will be ready by January to complete the facilities for the new Far East service transferred there from Liverpool.

OPTIMISM

The existing two 30-ton portainers, three 35-tonners and one 40-ton gantry crane do the work of 84 traditional cranes with an average lifting capacity of 2½ tons each.

Many Southampton dockers thought the opening up of container berths could mean new jobs. In fact not only has the new West Docks expansion not created any extra jobs, but the berths are working so far below capacity that they could deal with a considerable increase in traffic before an expansion of the labour force need even be contemplated.

Dockers' optimism, based on the phenomenon of trade won from ports like London, Liverpool and Hull, is quickly turning sour, particularly since containerization now stands to threaten even the existing

1,700-strong labour force. An additional 700 men are available from the unattached register and on average the British Transport Docks Board port works with about 2,000 dockers.

The men fear that the South Africa trade, the bulk of which is handled by Union Castle Line's two-ships-a-week service, is about to be containerized.

At the moment 700 men take 14 days to load and unload one ship. If the trade was containerized a ship of comparable tonnage could be turned round in two days using one seventh of the men.

Last year 114,000 container units passed through the port, but by 1974, when the entire Far East trade will be centred on Southampton, management hope the number of daily container movements will be stepped up to a thousand.

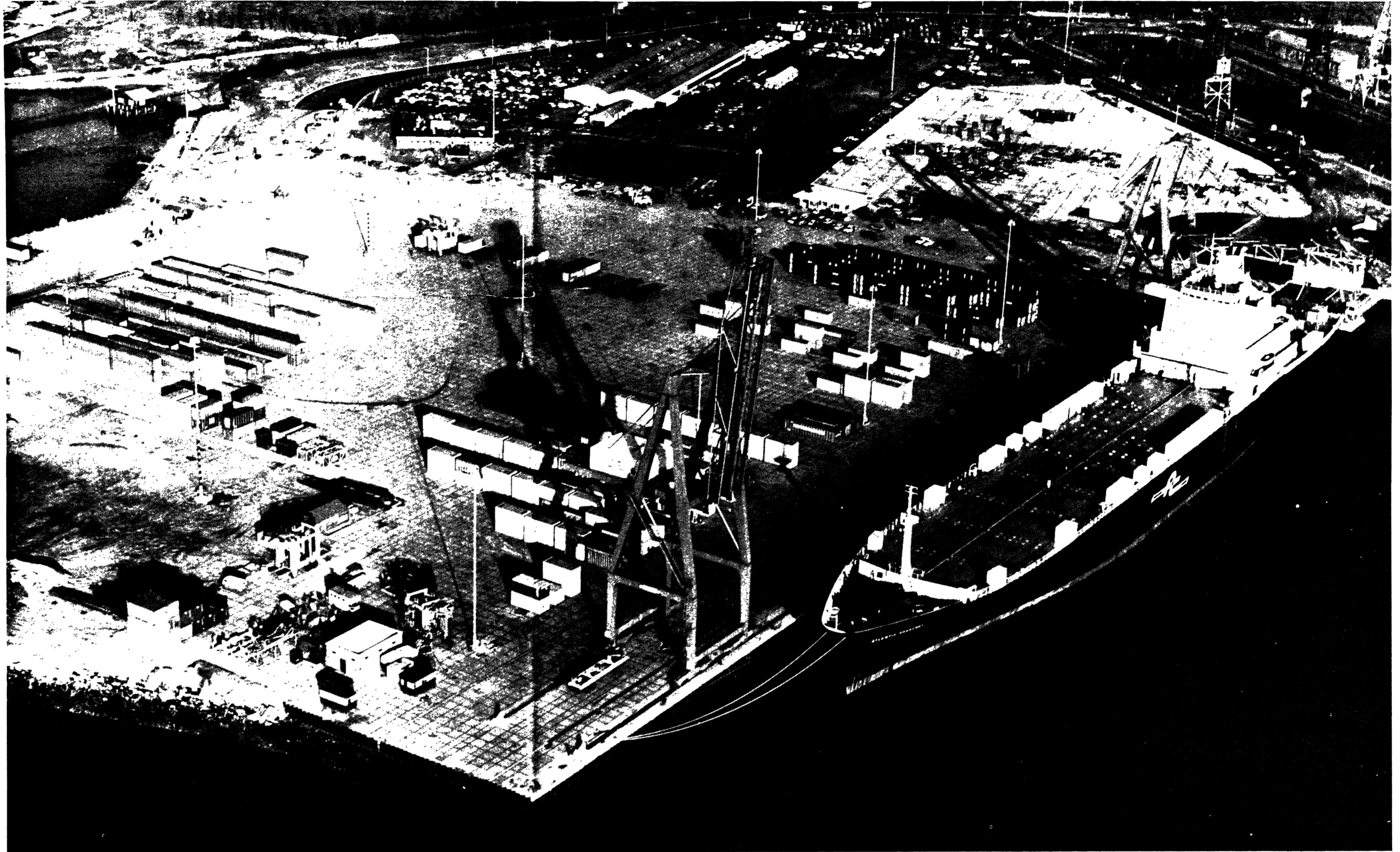
Southampton, of course, is an old port in the sense in which the term is applied to Liverpool and Hull. In fact its roots go back to 1620 when the Pilgrim Fathers used its quays to sail to America in the 'Mayflower'.

The Town Quay and the Royal Pier were built as early as 1833, but as the industrial revolution got into its stride and British goods were being sold in nearly every corner of the world, new inner and outer docks (now the Princess Alexandra Dock) were added in 1867.

At the outbreak of World War I the Empress and Ocean Docks were completed and also four dry docks. Aside from its reputation as a military port, by 1914 Southampton had become the gateway to America, the Orient and the Cape, berthing the largest passenger liners then afloat.

It was the increase in passenger traffic which prompted the massive one and a half mile quay development westwards along the river Test where the world's greatest liners, including Cunard's Queens were to tie up.

By 1950, 30,000 passengers passed through the port annually — a modest enough figure compared with last year's 2,087,293.



The bulk of them took the relatively short haul to Europe — France, Spain and Portugal — followed closely by Australasia. The Atlantic trade has now dropped to fifth place.

But Southampton's passenger trade is declining generally. Last year 11,877 fewer people passed over the quays. The main reason is that a sea voyage to New York still takes five days compared with a few hours by air.

Cunard and P&O have already slashed their services and, without the compensating growth of container traffic, heavy redundancies would have followed.

The labour margin to provide men for the new container and roll-on, roll-off services has come jointly from the fall in passenger shipping and the unattached pool.

Containerization will not save clerical staff and workers at P&O offices are worried that the cut-backs will eventually bring the jobs axe down on their heads.

Dockers and management have grasped at containerization as a means of staving off disaster. As early as 1965, realizing that Southampton would lose out unless a major expansion and modernization was undertaken, government

approval was obtained for 30 new berths on hundreds of acres of unclaimed land at a cost of £60m.

The first container terminal was opened in 1968 with two 30-ton and one 40-ton portainer cranes and a linkspan for roll-on, roll-off.

Thorenson opened the first roll-on, roll-off service in 1964 and now these have mushroomed to five, including Normandy, Southern, Swedish Lloyd and now Seagull Ferries. Each ship is worked by gangs of up to 30 men.

But the real expansion has come this year with a £14m project for the reclamation of 98 acres of land providing 2,100 ft of quay space and container marshalling areas. One of the berths is already open.

MILLION TONS

There was to have been a further £6m extension this year over and above the second berth opening in 1973 — part of the £14m development — but the sponsors of a scheme to containerize the New Zealand trade claimed it was unprofitable and pulled out.



Top: loading at a common-user berth at Southampton dock. Above: Southampton dockers at a mass meeting during the 1970 dock strike

With existing container facilities at the common user berths underused, the spur for this development has come exclusively from the decision to transfer the whole of the Far East trade to the port.

The full service will operate from 1974 and handle 2 million tons of cargo a year.

Until now the trade has been split up between Middlesbrough, Hull, London and Liverpool.

Of the 16 new ships five will be operated by OCL, three by Ben Lines, three by Hapag Lloyd, three by Nippon Yusen Kaisha and two by Mitsui OSK. The companies are grouped into three: OCL and Ben-UK; Hapag Lloyd, West Germany; NYK and Mitsui-Japan. The consortium is known as Trio Lines.

The first ship in the new service 'Kamakuru Maru', carrying 1,800 containers, docked at Southampton on January 29 and was given a 24-hour turn-round.

Cargoes on this run are bound for Tokyo, Hong Kong, Korea, Singapore and Taiwan.

The OCL berth is operated by 21 men from a central control tower linked to crane, carrier, tugmaster drives and overseers by radio. The dockers have insisted

on ten-strong shipworking gangs and two men on the straddle carriers, but management wants to eliminate the shipworking gangs altogether and reduce the carrier crews to one man.

The men work three eight-hour shifts. There is no extra pay for nightwork — average weekly pay £48 — and all dockers are interchangeable.

Shipworking gangs, straddle carrier crews, tugmaster drivers, fork-lift operators and light-duty men bring the total workforce at the berth to just 100, rising to 200 when the full service is in operation.

There was already one twin-track British Rail freightliner terminal at the dock, but a new deepsea duplicate installation at Millbrook opened this year and deals with 800 containers a week destined for depots at Stratford, London, Birmingham, Liverpool, Manchester, Leeds and Coatbridge.

In common with all container ports, the emphasis is on rapid turn-round and a new six-storey, £500,000 radar and radio-control centre has just been built to co-ordinate shipping movements.

Some of the men feel modernization is being taken to extremes — especially the

fully-automatic, coin-operated canteen which seats 70.

Despite all the modernization and the turning of a £949,000 1970 loss into a slender £502,186 1971 profit, the future is by no means rosy.

More of the remaining conventional cargoes will almost certainly be containerized to keep the port's books in the black — especially since last year recession knocked 70,000 tons off the total tonnage handled annually.

CROWDING

As important as the falls in tonnage and passengers is the phenomenon of overcrowding on certain container routes which has already led the US-based Seatrain — run by ACL and DART — to pull out of Southampton, accounting for much of the surplus capacity on the common-user berths.

The whole point of containerization would be lost if the same number of ships as before were employed to carry cargo under circumstances where the only difference between the two systems was the method of packing.

The common-user berths operate without the kind of detailed radio-control system used by OCL, which they claim would enable them to dispense completely with shipworking gangs. But if OCL gets its way and the British Transport Docks Board introduces the system at its berths, considerable redundancies could be on the cards.

There have already been voluntary redundancies and early retirements and there are no container depots around Southampton to soak up surplus labour, even if this proved feasible. Stripping and stuffing is carried on already by dockers within the dock precincts.

Only last week it was announced that up to 100 dockworkers will lose their jobs when British Rail axes its Lambeth - to - Southampton freight service. The new freightliner trains will handle this traffic. Two hundred London men will lose their jobs.

Southampton dockers feel the jobs uncertainties the future almost certainly holds and they have thrown their weight behind the national dock strike. As one man said: 'We never know when we might need the other dockers to back us up.'

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

DOCKERS WIN THE TANNER

PART 1

The London docks in 1889 showed Victorian capitalism at its most glorious. Improvements in shipbuilding, together with the greater size and speed of steamships and the opening of the Suez Canal route led to increased tonnage, intensified competition for cargoes and ruthless speed-up in discharging.

Sub-contractors ('sweaters') would call in hundreds of casual labourers—contemptuously referred to as 'dock-rats'—to unload a ship in a few feverish hours. They might then wait weeks for more work.

The minority of long-standing, skilled dockers—known as 'Royals'—would have to bribe the sub-contractors to ensure regular work.

But the host of 'casuals' was made up of Irish peasants rack-rented out of their homes, agricultural labourers driven from the English villages and even unemployed skilled workers. All lived in squalid poverty in the richest port in the world—East London.

Union leader Ben Tillett described the scene at the 'call-on' where the employer's representative was protected by an iron-barred shed as he picked out the men he wanted:

'Coats, flesh and even ears were torn off. The strong literally threw themselves over the heads of their fellows and battled through the kicking, punching, cursing crowds to the rails of the cage which held them like rats—mad, human rats who saw food in the ticket.'

All this for perhaps one—or at the most, four—hours' work at 4d or 5d per hour! Once on the dock the men were terrorized by gangs of thugs: 'Bullies hounded and whipped the men. Young men were put to run old and weaker men down either carrying loads or running trucks. Dreadful furies were let loose on the docks. I have often heard the curse "Kill the old sod".'

The first attempt to organize the unskilled on the London docks was Ben Tillett's Tea Coopers' and General Labourers' Association set up in 1887. It was broken up by the employers' hired thugs. The following year a Tilbury strike to raise the hourly rate from 4d to 5d was defeated.

But a start had been made—for previously men like the 'dock-rats' had been excluded from the unions which clung tightly to craft consciousness, exclusive membership, high dues and high benefits.

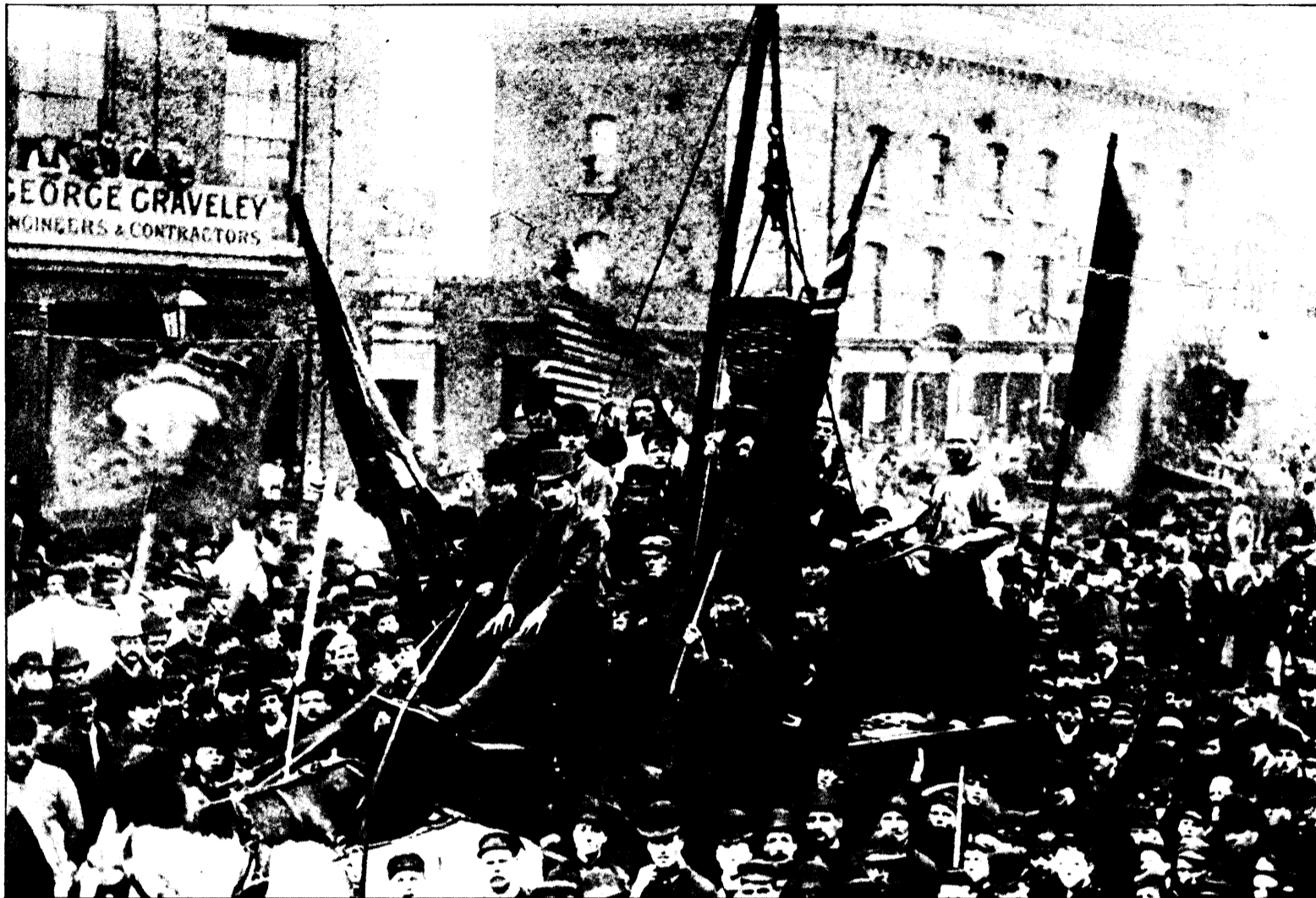
The dock-rats were to be a new type of trade unionist. But, right from the start, the more far-sighted representatives of the ruling class saw the need to come to terms with these new forces.

Indeed, Tillett recounts in his autobiography how he specifically appealed to Liberal MPs to support his union as 'an organization that will aim at disciplining our forces and allaying irritation and prevent conflict with our employers.'

(My emphasis JG)

One unexpected source of support for Tillett was Cardinal Manning, Roman Catholic Archbishop of Westminster.

Manning, who was a son of a former Governor of the Bank of England and a brother of a one-time chairman of the directors of the London docks,



Top: Dockers march through London in 1889. Above: Ben Tillett

was greatly influenced by Lujo Brentano, Karl Marx's implacable foe. Brentano had argued that British trade unions should be developed as instruments of social peace.

Manning quoted Brentano with approval:

'His book took out of my mind entirely the erroneous conception that such associations have anything about them which is not perfectly innocuous if they are rightly conducted.'

And he vigorously proclaimed against Marxist terminology, for instance the word 'proletariat':

'I have no doubt you have all heard it and read it. It is paganism; it is false; and it is an indignity to the working man.'

During the massive working-class demonstrations of 1886 and 1887, Manning warned of the dangers of an alliance between 'the outcast population and socialism'. In a letter to 'The Times' he declared:

'All parties, political and religious, are broken up. If the landholders, householders and capitalists will "engineer a slope" we may avert disastrous collisions. If they will not, I am afraid you will see a rough time. Millions are living in an inhuman state.'

When the Pope condemned the American Knights of Labour, Manning intervened and got the ban reversed as 'a bid to retain civilized labour for the Church'.

And Manning was the influence behind the Encyclical of Pope Leo XIII which sanctioned trade unions and strikes, but which condemned socialism.

The Great Dock Strike began on August 14, 1889. The demands were: a basic rate of 6d per hour, 8d per hour overtime, no calls for less than four hours, and the abolition of subcontracting. Marches of 100,000 workers took place through the East End. Early on,

the craft stevedoring unions (whose members were getting 8d per hour basic and 1s overtime) joined the strike in solidarity.

From the start the socialists John Burns (an executive member of the Amalgamated Society of Engineers) and Tom Mann were prominent in the leadership of the strike. Karl Marx's daughter, Eleanor Aveling, was also active on the strike committee.

When the strike began, the union's funds totalled 7s 6d. Nevertheless, it organized strike pay of 1s 6d a day for over 4,000 of the most needy men.

15,000 pickets covered 50 miles of dockland. And the foundation congress of the Second International persuaded Antwerp dockers to refuse to allow anyone to go to London to break the strike.

In the Commercial Road area of East London, dockers' wives organized a rent strike. They hung banners across the streets which declared:

'No rent in the East End of London till the docker gets his tanner.'

'As we are on strike, landlords need not call.' and:

'Our husbands are on strike, to the wives it is not honey. And we all think it right not to pay the landlord's money. Everyone is on strike; so landlords, do not be offended. The rent that's due we'll pay you when the strike is ended.'

But the leaders, despite their socialist convictions, kept the movement within bounds, as extracts from newspapers of the time (like 'Reynolds' and the 'Star') clearly show.

For example, a councillor on the London County Council declared that John Burns was a straightforward, honest man 'because he was as often found on the Conservative side as the other. Had it not been for Mr Burns' influence, London would have been in a state of turmoil and pillage long before this.'

And again: "'By jove, you know, this is better than barricades" remarked a Conservative City man, as he watched the procession in Leadenhall Street.'

Ben Tillett was also hesitant. He opposed Tom Mann's pro-

posal for an all-London General Strike on the grounds that it would alienate public sympathy.

And other union leaders preferred gestures to action. The executive of the Amalgamated Society of Engineers donated £670—but refused to withdraw their members from work on the docks.

But that was a lot better than the Trades Union Congress. Those worthies took a collection at their 1889 Congress—and raised £10! But throughout Britain support for the dockers was growing among the ranks of the working class. And not only in Britain. Australian workers sent £30,000.

As support grew, the threat of an all-London strike—even though opposed by the dockers' leaders—terrified the employers.

The decisive man—once more—was Cardinal Manning. An Arbitration Committee consisting of himself, the Lord Mayor of London, the Bishop of London, the Chairman of the London Chamber of Commerce, several MPs and similar such upright gentlemen was hastily established. The more recalcitrant employers were kicked into line.

As partial concessions proved unavailing, Manning insisted that further concessions were to be preferred to 'riot and revolution'.

Finally, on September 16, 1889, the strike ended in victory. The main gains were 6d an hour and 8d for overtime; fixed overtime hours, men called not to be discharged with less than 2s.; and piecework to replace sub-contracting.

A great victory had been achieved. A new level of working-class solidarity had been established. And a new type of trade unionism had proved its strength.

But the employers were not finished. They were to come again.

CONTINUED TOMORROW

¹ Ben Tillett 'A Brief History of the Dockers' Union' p. 12.

² Quoted in Dona Torr 'Tom Mann and His Times' p. 282.

³ Ben Tillett 'Memories' p. 99.

⁴ See Dona Torr op cit. p. 285.

⁵ Dona Torr op cit. p. 286.



US WORKERS LEAGUE LAYS PLANS FOR A SOCIALIST DAILY

STATEMENT FROM THE POLITICAL COMMITTEE OF THE WORKERS LEAGUE

The central requirement of the American working class is the construction of a revolutionary leadership to meet the tasks posed by the deepening crisis of world capitalism. It was to fulfil this task that the Workers League was founded in 1966.

From our origins, we have proceeded from the understanding that the construction of a revolutionary leadership necessitated above all the development of a press for socialist policies within the working class itself.

Only with such a press can we expose exactly what it is the capitalist class is seeking to do to the working class, how the working class can answer each attack, and how through this struggle a conscious leadership can be constructed within the working class.

It was with this understanding that we first launched the 'Bulletin' as a fortnightly mimeographed paper and developed it to its present frequency and size.

Now, however, the sharp change in the objective situation facing workers following President Nixon's August 15, 1971, decisions requires that the fight to develop the 'Bulletin' be seen in a new light.

In the immediate period, American workers face wage limitations, soaring inflation, rising unemployment, the continuation of the Vietnam war, and the preparation of new anti-strike legislation.

At the same time, Nixon's policies have solved nothing fundamentally for capitalism as the soaring price of gold so graphically illustrates. We must therefore develop the 'Bulletin' to fight politically in the working class to arm the working class against the present attacks of the bosses while at the same time preparing ourselves for a whole new stage of the struggle ahead.

Recent developments in England and Ulster give us an indication of what lies ahead in America.

We plan to develop the weekly 'Bulletin' around the following lines in 1973 and after.

1 Expand the 'Bulletin' to 24 pages to include a regular weekly section in Spanish and more extensive coverage of the trade union movement.

2 To develop the Young Socialist section of the 'Bulletin' into a regular monthly separate newspaper.

3 To publish the 'Bulletin' in regional editions carrying both national and international news as well as more specialized treatment of developments in the particular area.

Through the development of the weekly 'Bulletin' in 1973 and the deepening of our work in the trade unions through the campaign for the labour party we plan to lay the basis for the launching of the 'Bulletin' as a daily paper in the period after 1973.

This last spring's 'Bulletin' Expansion Fund Drive raised \$43,254.13 to complete an important stage in this work. All the equipment has been purchased and staff trained for the production through photo-composition up to and including camera work of a paper or papers including a daily paper.

What lies before us now is raising sufficient funds to purchase a web offset press capable not only of producing an expanded weekly 'Bulletin' and a youth paper, but also a daily newspaper. We are launching a two-stage drive for \$100,000 for this purpose.

This fall we will be raising \$50,000 between September 15 and December 15. Next spring we will raise an additional \$50,000 between March 15 and June 15 and will install the new press by that date.

We know that the resources for this critically important task can be raised from the working class because of the role the 'Bulletin' now plays in defence of the working class. We call on all our readers to help us in this campaign.

We can only raise funds of this order with broad support. We must raise these funds if we are to meet current responsibilities and prepare for the period ahead.

We will require your help. For our part we will continue to develop and strengthen the 'Bulletin' and its fight for a socialist America and a socialist world.

WORKERS NOTEBOOK

INSTANT JUSTICE

'Sausage machine justice' is the way one solicitor described Willesden Magistrates' Court.

Criticism of the Willesden Court is described in a new book, 'Police Power and Black People' by 'Sunday Times' reporter Derek Humphry. Willesden, says the book, is the court London lawyers dread most.

Many of the accused are either black or Irish and 'ghetto justice' is 'harsh and primitive'.

One incident in particular is cited.

Donovan Bartlett, an 18-year-old black youth, was brought up from the cells before the court at 1.20 p.m. He was charged with assaulting a policeman.

It was officially lunchtime, but the magistrates decided to clear all the cases and then finish for the day.

Bartlett pleaded not guilty and said he had a witness. A police sergeant shouted into the corridor but no witness appeared. As it was lunchtime, and the decision to hear the case then was a last-minute decision, it was a reasonable supposition that the witness might have gone out for a bite to eat, intending to return in the afternoon.

The magistrates decided, however, to continue with the case anyway.

Bartlett was neither asked if he wanted a remand so his witness could be found, nor offered legal aid so he could get a solicitor.

It then emerged that the charge arose from an incident with a policeman on the court premises within the past hour. Bartlett maintained he had struck the policeman while trying to defend himself after the policeman had hit him first.

He was sentenced to two months in jail at 1.30 p.m.—ten minutes after he had first appeared in court. You can't say they waste time in Willes-

den, that is, up on the Scottish moors, shotguns at the ready to pulverize any poor grouse foolish enough to be in the country that day.

Unfortunately for our noble white-hunters, few of the birds put in an appearance. Shooting was cancelled on the Drumlanrig estate of the Duke of Buccleuch and few parties were out on the Ayrshire moors.

The best had to be made of a bad situation. In the end fresh grouse appeared on the Savoy Hotel menu in London the following Monday at £5 a portion.

KENYATTA



Jomo Kenyatta

The real truth can now be told about the recent story of an attempted assassination on the life of Kenya's president, Jomo Kenyatta, in which one man was killed.

Nairobi home service gave the following 'explanation' on August 12:

'Reports reaching the Voice of Kenya newsroom from Nakuru say that during President Kenyatta's visit to Egerton college yesterday... there was an isolated incident, in which a deranged person attempted to wedge his way through the crowd and sit near the President.'

'In the same incident, his brother was mistakenly stoned to death (sic) by the large crowd which had turned out to witness the opening by the President.'

'He had attempted to get to the scene almost immediately, to try and inform the authorities of his brother's abnormal state of mind. Neither of the two men were carrying any type of weapon.'

'Reports regarding the incident, as reported by the BBC, appear to be exaggerated and have no foundation.'

ON STRIKE

The British ruling class has just been hit by a strike of an unusual character which hits them where it hurts.

As every trade unionist will tell you, August 12 was the Glorious Day when the grouse season opened.

There they were, the landowners and Tory politicians,

BOOKS



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Engineers' pay—final retreat

BY INDUSTRIAL CORRESPONDENT

ENGINEERING union leader Hugh Scanlon has decided to eat his words over the national pay claim. After condemning the 8 per cent shipbuilding settlement in May, Scanlon is now recommending a similar deal affecting 2.5 million workers.

'We have not achieved all that we set out to, but certainly the establishment of these new minimum rates of pay gives a more realistic aspect to the situation,' he commented at the conclusion of two days of talks with the engineering employers.

The 'reasonable agreement'

which Scanlon and other leaders of the Confederation of Shipbuilding and Engineering Unions will now sell to their executives offers increases of £3 and £2.50 in the skilled and unskilled rates now and the same again in 12 months' time.

Nothing at all has been gained on hours and the claim for a 35-hour week (instead of the present 40), which is vital in this period of declining trade and increasing redundancies, has been abandoned.

Nothing has been achieved on the claim for an all-round increase on top of the rise in basic rates, and instead of an extra week's holiday, two days have been conceded—one this year and a further day next year.

The other parts of the original CSEU claim for equal pay immediately and for improved shift premiums have also not been met—with Scanlon's approval.

But the biggest sell-out of all is the decision to accept a two-year deal despite all the promises that it would be a 12-month deal or nothing.

Scanlon is now trying to make out that as soon as the second stage of the deal is paid on August 25 next year, the unions will be free to put in a further claim immediately.

But it is clear that the Engineering Employers' Federation will regard the settlement as running for two years, just like the shipbuilding deal, and will say 'No' just as immediately.

The shipbuilding agreement



Scanlon interrupts an employers' press briefing during last December's talks

for £2.75 in each of two stages plus three extra days' holiday—worth slightly more than the engineering offer—was scorned by Scanlon and voted against by his Amalgamated Union of Engineering Workers at the CSEU executive in May.

Len Edmondson, a member of Scanlon's executive, told the CSEU conference in June that the agreement fell far short of what was needed, breached several important principles, and would not be followed by the engineers. Ten weeks later they are preparing to sign a slightly worse deal.

The EEF say the rise in basic rates will increase the industry's wage bill by 5 to 6 per cent in a year.

With some increments negotiated locally, it means that nearly 3 million engineering workers are only going to get an average 8 per cent wage rise in a 20-month period.

The last national pay agreement expired December 31, 1971.

By August 1973 inflation, with food and rents included, will have risen by 15 to 20 per cent. To meet this, the pay packets of most engineering workers will have gone up by 8 to 10 per

cent only.

Then will come the second £2.50 to £3 rise, which as a percentage increase will be even smaller—7 to 8 per cent—because rates will then be higher, to meet the inflation of the following 12 months to August 1974—an unknown quantity.

The way the Tory government is deliberately stoking up inflation at the present time in their attack on the level of real wages, anything could be happening in 12 months' time.

For the AUEW leaders to mortgage subsequent wage bargaining in this way is to play a dangerous game with their members' future.

This retreat follows a long line of retreats during the course of these national pay negotiations, starting with the original decision to go for plant bargaining and the subsequent dropping of the hours claim.

The seven months of isolated local struggles around the country have completely fragmented the determination of trade unionists to maintain their living standards in the face of the Tory onslaught. Now the members are being delivered to the engineering employers on a plate.

Eire jailers silent on prison revolt

THERE WAS an uneasy calm at Dublin's Mountjoy Prison yesterday following a night of rioting.

More than 50 rioting prisoners armed with hatchets, sticks and stones scrambled onto the top of the jail in a full scale rebellion. Squads of police were quickly on the scene armed with riot gear.

The trouble apparently began during a recreation period. The prisoners broke into a stores shed and armed themselves with gardening and building tools.

The prison authorities have refused to comment on the incident.

'Echo' profits up again

THE MAIN Liverpool newspaper group has recorded a leap in profits.

In its interim report for the six months to June 24, the 'Daily Post' and 'Echo' Ltd showed a net profit of £1.2m.

This compares with a £1.1m profit for the corresponding period last year.

To maintain this high profitability the company increased the price of its papers by 1p in July.

The papers are consistent supporters of the policies of the port employers. Many of their directors are also shipping firm chiefs.

Strike against iron works closure

BLASTFURNACEMEN at the Stanton ironworks, at Ilkeston, Derbyshire, will strike on September 14 if British Steel Corporation goes ahead with plans to close the plant.

Support for the strike has been pledged by representatives from the Stanton spun pipes plant. That means the site will be completely halted by strike action.

The decision to oppose the closure with strikes was taken on Tuesday. A mass meeting of 500 National Union of Blastfurnacemen's members voted unanimously for the proposal from their action committee.

Action committee spokesman Len Winfield was cheered as he put the proposals to the meeting.

But a section of the meeting

was dissatisfied that none of the NUB full-time officials put in an appearance.

Support for the strike has also come from Scunthorpe steel workers.

Union promise to rent rebels

THE National Union of Public Employees has taken steps to protect its 410,000 members who work for 'rent rebel' local councils.

The executive council has decided that any member employed by a council which refuses to operate the Housing Finance Act will receive the backing of the union if they support the policies of the council in the course of their work duties.

In a number of areas NUPE members are employed as rent collectors by local councils who have said that they will not increase rents as required by the Housing Finance Act.

Fewer youth join army

A 20 PER CENT decline in adult and young soldier recruits into the army was reported in Ministry of Defence figures for the quarter ending June 30.

The report, issued this week, shows that last year 20 per cent of all recruits enlisted at 15 years of age and a further 14 per cent at 16 years.

A further decline in these figures is expected as a result of the raising of the school-leaving age.

Army Chiefs of Staff, in fact, have been trying to get a boy's first year in the army counted as the extra year of compulsory education.

Not even growing unemployment is driving youth into the army in sufficient numbers to satisfy the brass-hats. The possibility of troops being used against strikers, and also the knowledge of what soldiers are required to do in Northern Ireland, are powerful deterrents to working-class youth.

Most of them see no point in risking their lives in Northern Ireland in the service of British capitalism.

As Brig W. F. K. Thompson,

the 'Daily Telegraph's' military correspondent, complains:

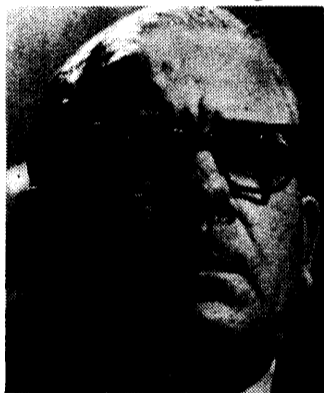
'Last year it [Northern Ireland] was thought to have had a stimulating effect but recent questioning of a batch of recruits has cast doubts on this.'

Not even the glossy TV adverts can overcome the stark reality shown in news shots of Northern Ireland!

THE GOVERNMENT is being asked to intervene to stop a South Wales council selling valuable housing land to developers 'for a song'.

In a move to stop the signing of the sale contract next Monday, Councillor Ted Merriman, the only Welsh Nationalist councillor on Ogmere and Garw Urban Council has written to the Secretary of State for Wales, Peter Thomas.

Merriman said today that the council intended to sell 25 acres to Bryngarw (Garden Estate Co Ltd) for private housing development for £75,000. He contends that on current market value the price should be £200,000, and is seeking an inquiry into the circumstances of the proposed sale.



McGarvey

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BBC 1

9.45 Along the trail. 10.00 Flashing blade. 10.25 If you were me. 11.00 Noggins and the omruds. 11.00 Cricket. 1.00 Disc a dawn. 1.30 Herbs. 1.45 News and weather. 1.53 Show jumping and cricket. 4.15 Play school. 4.40 Deputy dawg. 4.45 Jackanory. 5.00 Harlem globetrotters. 5.20 Barrier reef. 5.44 Sir Prancelot. 5.50 News and weather.

6.00 NATIONWIDE.**6.55 HE SAID, SHE SAID.****7.25 TOP OF THE POPS.****8.00 THE DICK EMERY SHOW.****8.30 HAVING A LOVELY TIME.** Clement Freud . . . at the wicket.**9.00 NINE O'CLOCK NEWS and weather.****9.25 PLAY FOR TODAY.** 'Michael Regan'. David Burke.**10.35 THEM.** James Booth, Cyril Cusack.**11.05 UP THE ORGANIZATION.** Robert Townsend.**11.30 NEWS.****11.35 Weather.****BBC 2**

11.00-11.25 Play school. 4.15 Cricket and show jumping. 5.35 Open University.

7.00 CRICKET.**7.30 NEWSROOM and weather.****8.00 SONS OF THE BLOOD.** I beg your pardon, I thought you were dead . . .**ITV**

11.30 York golf festival. 12.25 Women today. 12.50 Common Market cook book. 1.15 Bellbird. 1.30 Zingalong. 1.40 Arthur. 2.00 Castle haven. 2.25 Racing from York. 3.45 Marcus Welby MD. 4.40 Nuts and bones. 4.55 Atom ant. 5.20 How. 5.50 News.

6.00 TODAY.**6.30 CROSSROADS.****6.55 FILM: 'The VIPs'.** Elizabeth Taylor, Richard Burton. Airplane passengers must wait 24 hours to take off.**9.00 MAX BYGRAVES AT THE ROYALTY.****9.30 THIS WEEK.****10.00 NEWS AT TEN.****10.30 CINEMA.****11.00 YORK GOLF FESTIVAL.****11.45 DOCTORS' DILEMMAS.****8.30 EMMA.****9.15 INDUSTRIAL GRAND TOUR.** Higher Mill.**9.25 NIGHT CLUB.** Cabaret.**10.10 NEWS ON 2 and weather.****10.15 FILM: 'The girl Rosemarie'.** Nadja Tiller, Peter Van Eyck. German film about a Frankfurt call girl.

Liz Taylor and Richard Burton in 'The VIPs', ITV 6.55 p.m.

TV**REGIONAL TV**

CHANNEL: 11.30 London. 4.05 Nuts and bones. 4.20 Puffin. 4.22 Dick Van Dyke. 4.50 Skippy. 5.20 How. 5.50 London. 6.00 News. 6.10 Hogan's heroes. 6.35 Crossroads. 7.00 Film: 'The Russians Are Coming'. 9.00 London. 11.45 News and weather in French. Weather.

WESTWARD. As Channel except: 3.35 Gus Honeybun. 4.20 News. 6.00 Diary. 11.42 News and weather. 11.45 Epilogue.

SOUTHERN: 11.30 Sports. 12.55 News. 1.00 Afloat. 1.25 Hogan. 1.50 Sport. 4.40 Houseparty. 4.15 Dithers. 4.30 Crossroads. 4.55 Stingray. 5.20 How. 5.50 London. 6.00 Day by day. 6.45 On the buses. 7.15 Film: 'Against the Wind'. 9.00 London. 11.45 News.

HARLECH: 11.30 Sports. 3.20 Common Market cook book. 3.45 Simon Locke. 4.15 Tinkertainment. 4.30 Crossroads. 4.55 Joe 90. 5.20 How. 5.50 London. 6.01 Report West. 6.18 Report Wales. 6.35 Dick Van Dyke. 7.10 Film: 'Dangerous Moonlight'. 9.00 London. 10.30 An old way to the new world. 11.00 London. 11.45 Spyforce. 12.45 Weather.

HTV Wales and HTV Cymru/Wales as above except: 4.15-4.30 Miri mawr.

HTV West as above except: 6.18-6.35 Sport West.

ANGLIA: 11.30 Sports. 1.35 Remember. 2.00 Joe 90. 2.25 Sport. 4.00 News. 4.15 Jimmy Stewart. 4.40 Paulus. 4.55 Skippy. 5.20 How. 5.50 London. 6.00 About Anglia. 6.20 Arena. 6.35 Crossroads. 7.00 Sale. 7.30 Film: 'Dangerous Voyage'. 9.00 London.

ATV MIDLANDS: 11.30 Sports. 3.35 Horoscope. 3.45 Women today. 4.10 Family affair. 4.35 London. 4.50 Pretenders. 5.20 How. 5.50 London. 6.00 ATV to-

day. 6.35 Crossroads. 7.00 Sale. 7.30 Film: 'Ring of Fire'. 9.00 London. 11.45 Stories.

ULSTER: 11.30 London. 4.10 Gourmet. 4.30 Romper room. 4.50 News. 5.55 Rovers. 5.20 How. 5.50 London. 6.00 UTV news. 6.10 Partners. 6.35 Crossroads. 7.00 Their kind of music. 7.30 Film: 'Don't Ever Leave Me'. 9.00 London.

YORKSHIRE: 11.30 London. 4.10 Calendar news. 4.15 Crossroads. 4.40 London. 4.55 Funky phantom. 5.20 How. 5.50 London. 6.00 Calendar news. 6.05 It takes a thief. 7.00 Cartoon time. 7.10 Film: 'The Defector'. 9.00 London. 11.45 Something to sing about. 12.15 Weather.

GRANADA: 11.30 London. 3.40 Scotland yard. 4.10 News. Peyton Place. 4.40 London. 4.55 Lidsville. 5.15 How. 5.50 London. 6.00 News. 6.05 Amazing world of Kreskin. 6.30 UFO. 7.25 Film: 'The Reluctant Heroes'. 8.50 Sylvester. 9.00 London. 11.45 Police file. 11.50 Branded.

SCOTTISH: 11.30 London. 3.35 Horoscope. 3.40 Women today. 4.10 Animal land. 4.15 Crossroads. 4.40 London. 4.55 Funky phantom. 5.20 How. 5.50 London. 6.00 STV news. 6.15 Randall and Hopkirk. 7.10 Film: 'Beyond This Place'. 9.00 London. 11.45 Late call. 11.50 As others see us.

GRAMPIAN: 11.30 London. 3.31 News. 3.35 Job look. 3.40 Women today. 4.10 Yoga. 4.40 London. 4.55 Pippi longstocking. 5.20 How. 5.50 London. 6.00 News. 6.10 Top team. 6.35 Crossroads. 6.55 Film: 'Foreign Exchange'. 8.10 Canadian view. 8.30 Shut that door. 9.00 London. 11.45 Earth and mankind.

British Steel out to smash craft rights

BY OUR OWN REPORTER

CRAFT workers at the British Steel Corporation's giant Port Talbot, South Wales, works are now in the third week of an overtime ban.

They are trying to speed up pay negotiations which have been going on since the end of May.

In May the Joint Craft Negotiating Committee (JNCC) at the works put forward a 6 per cent minimum wage claim.

Yard men stay out

THE STRIKE of engineering workers at Scott-Lithgow's shipyards, Greenock, now in its ninth week still goes on.

750 men are on strike at Scott-Lithgow's and 250 at Kincaid Engineering. A mass meeting of Kincaid workers yesterday morning decided to back the strike. Only the boiler-makers remain working.

Sean Fisher, a member of the strike committee, told us:

'What we're being offered nationally is the same as the Confederation offered us locally and was rejected even by the foremen.'

He said that if they accepted the proposed national pay offer then the Scott-Lithgow men would be no better off than they were before the strike began.

Since the beginning of the dispute 49 pickets including Sean Fisher have been charged with breach of the peace. Most will appear in court by the end of October.

The pickets' banners were torn up by the management. Intensive picketing under police surveillance continues at all gates.

Local BSC management rejected it. The craft unions were told that under the terms of the Manpower Productivity Agreement (MPA) existing in the works there was no increase coming to the unions.

This was because the MPA, or 'Blue Book' as it is known locally, only had provision for four yearly revisions or increases in wage rates and this ended in May 1971.

The JNCC then decided to alter their claim and go forward on the basis of anomalies in the wage-grade structure which was part of the MPA.

The structure contains 10 grades of steelworkers of which all craftsmen are in Grade 7.

However because the craftsmen were the first to sign MPA they were told that any other union which signed would be paid according to the rates of pay as laid out in the grade structure.

This has not come about, and subsequently the production unions—ISTC, transport workers and the blastfurnacemen—have got different rates of pay from that contained in the grade structure.

This has brought about the anomaly of 21 shift craftsmen on £45.90 paid up to £6 or £7 less than production workers in the same grade.

Like the original claim, however, that based on the anomalies was also rejected by local management.

They said that for all the restrictive practices and strings they had signed away, the craft unions were only £1.57 better off than if they had retained all these practices and carried on with MPA as before.

The craft unions then asked for a meeting with BSC group management from Cardiff, and, as there was some delay in setting up a meeting, an overtime ban was imposed.

During the ban local management threatened to close the works. Finally, however, it was



Port Talbot steelworks at night

arranged that the craft unions with their full-time officers would meet BSC group management.

But when the meeting took place on August 1, it was local management who turned up and they repeated exactly what they had said before.

Next day the craft union negotiating committee decided that if group management did not meet them within seven days then all craftsmen would work as prior to signing the MPA, i.e. no interchangeability of crafts, no flexibility between craft and non-craft and no mobility in certain departments.

On Monday, August 7, management called a meeting and offered a shift differential award of £1.00, to which the craftsmen were already entitled, and said that craftsmen on the 8 a.m. to 4.30 p.m. shift would only work to 4.00 p.m.

This was already in the MPA but had never been implemented. The offer was thrown out and the overtime ban was continued.

During the next two days, the craft unions were told that unless the sanctions were lifted the works would be shut.

On August 14, the engineers' union called a shop stewards' meeting to discuss a letter from BSC divisional industrial relations manager M. W. Ballin.

This reiterated the previous proposals and said that craftsmen could only expect further pay increases in line with 'measurable improvements' in productivity. Negotiations are still continuing.

The BSC's aim is believed to be an inter-union system of job evaluation which can smash all craft divisions.

Their intransigence at Port Talbot is part of a national strategy.

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'You betrayed us', dockers accuse Jones

BY STEPHEN JOHNS

ANGRY DOCKERS invaded Transport House yesterday, cornered their leaders and accused them of selling out the national strike.

The confrontation came minutes after delegates had decided by 53 votes to 30 to call off official action.

A 30-strong delegation entered Room 3 on the third-floor of the building and halted a press conference given by Jack Jones and national docks secretary, Tim O'Leary.

I watched while a white-faced and trembling Jack Jones faced his rank and file for the first time in this dispute.

One docker seized a tumbler of water and threw it into Jones's face. Another flung his trade union card contemptuously at his leader.

The scene was unprecedented in the history of the T&GWU. It typified the intense embitterment dockers felt after yesterday's decision.

In the chaos men verbally attacked Jones for talking with the employers and associating with the Tory government. 'You should resign Jones. You're nothing but a Tory servant,' shouted one man.

Another threw down this challenge: 'Will you come down and talk to the boys outside? Are you a man or are you a mouse?'

'He's a mouse,' another docker interrupted. 'Put some cheese down there in front of him and watch him go squeak, squeak.'

An older docker from London accused Jones of betrayal. He pointed at Jones and O'Leary and said:

'You have betrayed me, Jones, and you have betrayed my father who was a docker. And he betrayed me for bringing me up to respect people like you.'

Tony Merrick, one of the Pentonville Five, appealed to the pressmen to print the truth. 'We can't trust the capitalist press. It never puts the facts down on paper.'

'Only these left wing papers put down the truth and we have to look to them,' he said. 'Why can't we have a national paper that fights for the working class.'

He continued, turning to Jones: 'I don't want severance money or the golden carrot

because nothing can buy me. You can't buy a man. We are fighting for our livelihoods and the livelihoods of our kids.'

One docker summed up what the incident meant when he said to me: 'You are seeing history being made because never before in the history of Transport House and this union have people been able to get through and talk to their general secretary.'

The confrontation came after news was flashed out to the lobby that the delegates had voted after three hours of discussion to call off the strike.

Immediately police cordons were formed to let the delegates out. Those who voted for continuing action came out the front way to cheers.

But the others attempted to use the side exit. Dockers chased them around Smith Square and they were followed by a protective guard of 14 mounted police.

Dockers gathered round the horses chanting 'Sieg Heil' and 'fascists'. A little later fighting broke out when police attempted to keep dockers from talking to delegates.

Dockers began calling out for Jack Jones and O'Leary to come and speak to them. Jones, however, was starting his press conference inside Transport House



Tony Merrick, one of the Pentonville Five, yesterday: 'You can't buy a man with severance'



Liverpool steward Paddy Doherty: 'Carry this fight forward'

WEATHER

A TROUGH of low pressure over Scotland and Northern Ireland will move South-East across England and Wales.

Most of Scotland will have bright periods with scattered showers. Eastern and southern Scotland, northern England and Northern Ireland and North Wales will be cloudy at first with some rain mostly light, but brighter weather with scattered showers will spread gradually South.

South Wales and the remaining parts of England will start cloudy and mainly dry but bright or sunny periods are expected later in day.

Temperatures will be near normal.

Outlook for Friday and Saturday: Southern and most eastern areas will be dry with sunny intervals, but the North and West will be cloudy with a little rain at times especially in North-West Scotland. Temperatures near normal in South but rather cool in the North and West.



Police—acting on 'higher authority'—move to break up yesterday's lobby after news of the strike call-off

where the noise from the delegates could be heard.

Police threw a 1,000-strong cordon around Transport House earlier in a bid to stop dockers from lobbying their delegates.

When the first contingent of dockers arrived from Merseyside at 8 a.m. they were stopped from getting into the street before the T&GWU headquarters.

Only delegates were allowed through and an inspector checked their credentials. He said he was acting on 'higher authority'.

After protests delegates decided that the meeting would not go on unless dockers' shop stewards were allowed to lobby.

Eventually a group of dockers forced their way through the police lines and gathered round the entrance to the building. Others were held back on the opposite side of the road.

Police also had to protect Jack Jones from angry dockers calling for the rejection of his latest proposals.

At first Jones smiled, but then he lost his temper. 'I am doing my best for you,' he shouted.

'Why don't you join the police, Jack?' one docker asked.

At an impromptu meeting dockers' leaders called for the strike to continue.

Pat Doherty, a shop steward from Liverpool, told the crowd: 'Carry this fight forward. It must remain official until the four points are conceded.'

'There is nothing in this present report but more severance money.'

From Hull, leading steward Roy Garmston warned that if the strike went on dockers would have to appeal to other trade unions.

'We must look at the way we are going in this country under the Tory government', he said. 'Our lads have been facing police violence, kangaroo courts and fines of up to £100. We can't win this struggle unless we get together with the other unions.'

'Go forward on the shop stewards' four points. Accept no less than this. And fight in the ports to defend the spirit of this strike.'

Goole docker Les Broadley said: 'We have not had a stoppage for 26 years in Goole, and yet our labour force has gone down by one-third in the four years since Devlin.'

'The unregistered ports are just snatching away our livelihoods.'

'Everyone must back us up in this struggle, because if not we are completely on our own.'

Liverpool steward Jim Nolan waved a copy of the latest proposals and said: 'These are just the same as in the original report.'

'There is nothing in it for us.' He said that if the delegates tried to sell out the strike the shop stewards would have to organize unofficial action.

Textile machine workers may sit in

BY ALEX MITCHELL

THE MAVERICK engineering firm Ernest Scragg and Sons faces bitter opposition to the sudden decision to close down its Oldham-based plant throwing 670 workers onto the dole.

Yesterday G. E. Buckley the company's managing director, published a letter in which he seeks to defend his decision.

The closure was not a 'hastily prepared exercise', he says. It was the result of careful planning in a highly specialized market subject to severe fluctuations.

He 'totally rejected' allegations of non-consultation with the unions.

And he added: 'In the light of the current trading situation we can conceive of no possible grounds for an approach to government sources to secure temporary assistance.' There was no possible alternative to the one already announced, he concluded.

Scragg's has been in a running battle with the unions and Oldham Labour MP Michael Meacher since the shut down was announced.

Meacher sent a letter to the Tory Secretary of State for Trade and Industry, John Davies, com-

plaining about the decision to shut Scragg subsidiary William Bodden and Sons (1959) Ltd in September.

He pointed out that Oldham would face the worst unemployment since the war and the effect on the town's economy would be 'disastrous'.

'The Times' said yesterday that the 'continuing shake-out of labour in the cotton and allied textile industry of Lancashire stems from a fundamental change now in progress in the structure of the man-made fibres industry.'

During the North-West engineering pay battle, Scragg's was the company that settled at an amount above that being dictated by the local Engineering Employers' Federation. For their pains they were expelled from the Federation.

Dissatisfied with the company's interpretation of its own finances—interim profits are £118,000 compared with £1m for the previous year—the work force is in no mood to accept the boardroom decision easily.

Already there has been discussion of a sit-down strike or occupation.

AUGUST FUND £594.95 - 15 DAYS TO GO

OUR PROGRESS is slow. Yesterday's post brought £32.66 leaving still £1,155.05 to raise by the end of this month. We need a much greater effort to clear our £1,750 target in time.

Anger is growing amongst dockers and builders as their union leaders retreat more and more from tackling this Tory government. Our paper is vital now to show the way forward and to defeat the Tories.

So make a start today. Help us wage a big struggle to pull our August Fund up. Everything you can raise is needed for the fight ahead. Post all donations immediately to:

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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!

MANCHESTER

FRIDAY AUGUST 18
7.30 p.m.

Milton Hall
Deansgate

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

HULL

MONDAY AUGUST 21
7.30 p.m.

Co-op Hall,
Kingston Square,
opp New Theatre

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

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