Nixon ‘Walks Carefully’ On China Planning

New York Times, AP

WASHINGTON — The Nixon administration forcefully sought yesterday to dispel speculation that the President’s plan to visit China will hasten a settlement of the Vietnam war.

Nixon had a morning briefing for a delegation of congressional leaders on his forthcoming trip to Beijing in Vietnam. The State Department, according to its press secretary, Ronald L. Regan, Nixon refused to speculate about the trip’s effects “in any way whatsoever.”

The President was apparently responding to a statement Sunday by Sen. Hugh Scott, who predicted no American combat troops will be left in Southeast Asia by the time Nixon visits China — “no later than next May and possibly sooner.”

Throughout the day, Secretary of State William P. Rogers conferred with nine foreign envoys to acquaint them with the highlights of the President’s decision. The State Department said the discussions were too sensitive to allow any public comment.

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Coast Cargo Floods

BY DON PAGE
P-I Maritime Writer

VANCOUVER, B.C. — Here is where our ships have gone — to this last major port on the West Coast of North America where ocean cargo may be handled freely at cost.

With all U.S. West Coast ports beset by a Longshoreman’s strike since July 1, this Greater Vancouver area, including suburbs near West Vancouver, has taken on the job of handling almost all cargo the bound to the West Coast of this continent.

A trickle of cargo flows into the West Coast through Little Baja Mexico.

But it is here at the gateway to Western Canada that the continent’s cargo pours in full streams.

Here ships line the docks or wait their turn at bertharages in Burrard Inlet and English Bay.

Here arrive the bananas for Seattle, the fruit meant for Los Angeles. Here flood in the little foreign automobiles to spill over from roadside parking lots, as lately or rivr ocean car carriers wall reluctant to discharge their cargo.

Canadian longshoremen aren’t “heat ing” on their U.S. brethren by working this cargo.

When President Harry Bridges has pointed out that the average load of diverted cargo must sit 10 days at Vancouver awaiting a berth at a minimum ship operating cost of $10,000 a day. After that there’s the extra cost of handling the cargo south by truck or rail.

But operators are standing in line to pay the price.

Vancouver normally handles 2,000 car imports a month.

This month the port looks forward to receiving 25,000 cars. Japanese, German, English, Swedish, Italian cars jam the Vancouver shores by the acre. The little