Sorry to Report, This Will Hurt

Cheerful waterfront news is our specialty. We like to write about how good things are, holding our enthusiasm to the facts. But the big news today is a dock strike that's wiping money and jobs off the waterfront in big goes, for longshoremen and others.

Any true mirror of our waterfront will have to reflect occasionally the grimmer, unhappy faces of ocean commerce that's hurting and people who are hurting with it.

Excuse it, please!

PUGET-SOUND IS BIG in foreign trade—waterborne foreign trade as well as the Boeing fly-away trade. The Fisher Flouring Mills have a solid piece of the export action, and the Fisher folk are feeling the strike pinch early.

President Ken Fisher says the strike is trimming his plant's payroll by roughly 20 per cent. It used to operate 15 to 18 shifts a week. This week it's running eight. That doesn't mean a 50 per cent cut in Fisher's 500 local employees. About 100 are laid off, Fisher says. Other employees are working shorter hours. More will go if the strike hangs on. About half Fisher's output of flour and bulgar is shipped overseas. The company had 19,000 tons scheduled to sail aboard ship this month. Much of it helped to cargo to hungry India.

SHIPPING AGENCY men tell us they're already pairing their staffs. There are forced vacations, furloughs, salary cuts, as shipping firms trim sails to ride out the storm.

Union men are sharing the problem. Not just longshoremen on the picket line. Local longshore union officials went off salary when the strike started. We've heard the union pay, holiday may go as high as 11,000. We're not sure. But most local union officials are working harder than ever, minus paychecks until the strike is over.

No strike benefits for the 2,250 longshoremen in this state or any of the rest of the 15,000 who hit the bricks eastward July 1. They pick up what they can, rotating available work on military or Alaska cargo.

NOT ALL ALASKANS are taken care of. Veteran fishermen Man Ivar Wendt writes us:

"Sea-Land Freight Service is the only carrier servicing Kodiak, and as the canned goods arrive in Seattle, they are being tied up by the longshoremen's strike. With northbound freight of cannery supplies and equipment not able to move, it is only a short time until several thousand cannery workers and fishermen in the Kodiak area will be out of work. We are horrified by the thought of having canned Alaska shrimp and Japanese crab meat replace our Alaska shellfish in the marketplace with what we consider inferior quality at cheap prices, produced by cheap foreign labor. We sympathize with the problem of our longshoremen and hope they will reconsider their position on our part of Alaska shipping."

LONGSHOREMEN ARE PICKETING round the clock, but peacefully and orderly, everybody agreed. Only incident we've heard about was some window smashing at American Mail's Pier 28 the first day. The union strike committee countered with this notice:

"When you are on picket duty, you are our public image. The entire union and our strike, itself, is what the public sees when they see you. Misconduct cannot be tolerated. Offenders will be cited before the strike committee. You can bank on it, no mercy will be shown."

HEROICS AND COUNTER HEROICS marked the lone escape we've heard of from the strike. The Japanese car-ship Japan Candyall was one of the few ships that didn't get away from the dock before the deadline. She was caught at Pier 91. But the captain ordered lines brought in for departure.

Longshoreman Harvey Larsen phoned the union hall, then perched himself on a bit to keep the Caradlly from hauling in her last line. The skipper called back a crewman who was ready to wrestle Larsen off his seat. Then the skipper grabbed a fire axe and chopped through the line. He sailed away to freedom from Yankee labor troubles, leaving 100 feet of hawser attached to the bit where Longshorner Larsen sat holding his ground.

Puget Sound Shipping

For further information please call:

AIAA, 20th Ave., Seattle 1, Wash.

SAILED JUNE 28:

Ryushe Maru No. 1, Sea Island, Pier 15, Wab. Dimond.

RAISED JUNE 28:

Utah Standard, California, Pier 11, Wab. Dimond.

SHIPPED JUNE 28:

Chevron Ship, Arrived July 1, Wab. Dimond.

DUE JULY 10:

Alaska Maru, Columbia River, Tug, Pier 1, American Mail, Wab. Dimond.

Gainsborough, California, Pier 19, J. T. Stirling.

VESSELS ON PUGET SOUND:


Peking Maru, Port Angeles, Olympic, S. S. July, Sea.


Estate M. Maru, Port Angeles, Int'l, July, Japan.


Lindena, Everett, Wab. Dimond, July, Sea.


City Permits

607-47th Ave., NE, addition to residence, Owner-Builders: R. J. Herbert, $10,000.

425 20th Ave., S., building, Owner, City of Seattle, $1,000, $1,000.

1045 Norwood Ave., S., building, Owner, City of Seattle, $1,000, $1,000, $1,000.

2500 S. 34th St., residence, Owner, $1,000, $1,000, $1,000.

2000 S. 34th St., residence, Owner-Builders: W. H. P. Holbert, $12,000.