

Dock Strike May Further Hurt State's Economy--Evans

P-I Olympia Bureau

OLYMPIA—Gov. Dan Evans said yesterday this state's economic problems will "be intensified" unless the strike of West Coast dock workers ends soon.

Evans called on long-shoremen and shippers to enter into "serious" negotiations by the end of the week or he will seek action from the Nixon administration and Congress.

Wheat crops, the state's biggest agricultural export, may rot while awaiting shipment, he said.

"But what bothers me even more is the potential of losing those overseas contracts on a permanent basis," Evans said.

He said the Japanese already are looking to other countries—Canada and Australia—for their monthly wheat requirements.

People whose diets are largely dependent on wheat, Evans said, have "got to get their foodstuffs from other sources, and I'm afraid they may decide permanently to get it from other sources."

Meanwhile, Evans said, the bumper wheat crop this year—worth \$160 million and 85 per cent of it slated for shipping overseas—is in danger.

"The grain elevators are

full—it's impossible to ship the wheat," Evans said. "Some of it will likely deteriorate in having to be stored on the ground."

The same problem occurs, Evans said, in the forest industries. Logs aren't moving across the docks and work in the woods is slowing down.

Unemployment caused by the strike has gone up in the four counties most directly involved with harvesting or shipping logs: Thurston, Grays Harbor, Pacific and Cowlitz.

Evans cited figures from the Port of Seattle which showed that a whole broad range of industries, from meat packing to flouring to

candy-making to structural steel-making, are suffering.

"The strike is costing the state's maritime industry \$34 million per month," Evans said, adding that the port estimates that as many as 15,000 full-time year-around jobs in King County alone may be temporarily lost if the strike duration exceeds three months.

Evans said he is not completely familiar with all the issues of the strike. "But there are several tough issues—jurisdiction, one of them—a question of how to handle some of the containerized cargo and the jurisdictional question between the Teamsters and the long-shoremen."

"I have a suspicion that there are some problems within the unions as far as leadership is concerned and of course that always makes it difficult for the union leadership to negotiate, and negotiate hard, in order to reach a settlement," Evans said.

He sent telegrams to Harry Bridges, president of the International Longshoremen's and Warehousemen's Union; Edward Flynn, president of the Pacific Maritime Association, and Norman Walker, of the Federal Mediation and Conciliation Services.

Nixon Dock Strike Action Held Doubtful

SAN FRANCISCO — (AP) — Labor Secretary James D. Hodgson said yesterday President Nixon does not yet view the West Coast dock strike as "a national emergency" and probably will not use provisions of the Taft-Hartley Act to stop the walkout.

"When the Taft-Hartley has been used in the past on longshore strikes, it's been singularly unsuccessful," Hodgson said at a news conference here. He had just finished speaking to a closed meeting of AFL-CIO leaders.



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