



-P-I Photo by Tom Bartel.

AUTOS BY THE THOUSANDS ARE PART OF THE STRIKE-BRED CARGO OF BOOMING VANCOUVER, B.C.
Japanese, German, Italian, English, Swedish—auto imports swarmed ashore in driverless traffic jam

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 Peking in relation to his Vietnam conflict. According to his press secretary, Ronald L. Ziegler, 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.

Coast Cargo Floods Vancouver Docks

BY DON PAGE
P-I Marine 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 in and out.

With all U.S. West Coast ports becalmed by a Longshoremen's strike since July 1, this Greater Vancouver area, including suburban New Westminster, has taken on the job of handling almost all cargo inbound to the West Coast of this continent.

A trickle of cargo flows into the West Coast through little Ensenada, Mexico.

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

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

Here arrive the bananas for Seattle, the frozen meats for Los Angeles. Here flood in

the little foreign automobiles to spill over from shoreside parking lots, as lately arrived ocean car carriers wait relentlessly to discharge their cargo.

Canadian longshoremen aren't "scabbing" on their U.S. brethren by working this cargo.

Union 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 \$3,000 a day. After that there's the extra cost of hauling the cargo south by truck or rail.

But operators are standing in line to pay the price.

Vancouver normally handles 2,000 cars imports a month.

This month the port looks forward to receiving 22,000 cars. Japanese, German, English, Swedish, Italian cars jampack the Vancouver shore by the acre. The little

Please turn to Page 4, Column 5