

Dock Paralysis Continues

The strike by 15,000 longshoremen continued to paralyze shipping in 24 West Coast ports yesterday with no end in sight.

In Seattle, Shaun Maloney, president of International Longshoremen's and Warehousemen's Union Local 19, said there is no indication when the strike will end.

"I can speak with authority that the Coast Negotiating Committee, which is made up of representatives of the various ports on the West Coast, have all returned to their home ports and there is no indication when they will be called back," said Maloney.

The longshoremen walked off the job Thursday in a dispute over wages, guaranteed hours and pensions. Pacific Maritime Association officials have said the strike is 100 per cent effective from San Diego to Seattle.

"Longshoremen strikes for some reason are not short things," said Maloney. "Traditionally they have lasted upwards of three months. The last three strikes on the West Coast have lasted approximately 90 days or more."

He said there are at least 2,500 persons idled by the strike at the Puget Sound ports of Tacoma, Seattle and Everett. Those include striking longshoremen, clerks and checkers and foremen who are not working because they have no crews.

There are over 1,500 workers idled in Seattle, from 400 to 500 in Tacoma and approximately 200 in Everett.

Maloney said the only freight that stevedores are handling is military cargo and cargo bound for certain Alaska ports. The union is under an agreement with

Foss-Alaska Line, the Seattle tug and barge operation, to serve certain Alaska ports.

Meanwhile, the strike has caused a flood of ships to divert to Vancouver, B.C., and officials there are laying down the law.

The British Columbia Wharf Operators Association has sent word to all members that Canadian cargo comes first. Association president Stan Garrot

said rules are necessary to avoid waterfront chaos and that ships coming to Vancouver on a regular basis get priority. Ships diverted from U.S. ports come second and if they come they must have onward passage of their cargo "arranged and confirmed."

The rulings also call for payment or assurance of payment of all terminal charges by U.S.-bound ships.

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