



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 gobs, 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!

Marine

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 50 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 employes. About 100 are laid off, Fisher says. Other employes 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 relief cargoes to hungry India.

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

Union men are sharing the trouble. 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 Harry Bridges. 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 coastwide July 1. They pick up what they can, rotating available work on military or Alaska cargo.

NOT ALL ALASKANS are taken care of. Veteran fisheries 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 Indian and Pakistani shrimp and Japanese crabmeat 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 agrees. 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 Carryall 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 Carryall 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 problems, leaving 100 feet of hawser attached to the bit where Longshoreman Larsen sat holding his ground.

Puget Sound Shipping

For further information please call MA 2-5040, Ext. 44.

SAILED JULY 8

Ryusho Maru No. 7, Alaska, Pier 15, Wms. Dimond.
Utah Standard, California, Point Wells, Chevron Shpg.

ARRIVED JULY 8

Lindana, Japan, Everett, Wms. Dimond.

DUE JULY 10

Alaskan Mail, Columbia River, Tac. Pier 1, American Mail.
Galnesmill, California, Pier 19, J. T. Stebb.

VESSELS ON PUGET SOUND

Cosmos Ellanin, Tac. Anchor, Olympic SS, July —, Sea.
Dalan Maru, Port Angeles, Olympic SS, July —, Sea.
Eveline, Afacortes, Cascade Shpg., July —, Sea.
Everett Maru, Port Angeles, International, July —, Japan.
Galveston, Pier 5, Sea-Land, July —, Sea.
Lindene, Everett, Wms. Dimond, July —, Sea.
Meishun Maru, Tac. Anchor, Olympic SS, July —, Sea.
Midan Arrow, Olympia, Cascade Shpg., July —, Sea.
Rocky Maru, Olympia, International, July —, Sea.

Shokal Maru, Tac. Anchor, General SS, July —, Sea.
Shunto Maru, Port Angeles, Kerr SS, July —, Sea.
Shutoh Maru, Elliot Bay—Wms. Dimond, July —, Japan via Br. Col.
Tampa, Pier 5, Sea-Land, July —, Sea.
Ventura, Lockheed, International, July —, Sea.
Western Pioneer, Pier 66, Pioneer Alaska, July 14 Alaska.
World Pelagic, Port Angeles, International, July —, Sea.
Zuiyo Maru, Everett, Kerr SS, July —, Japan.

City Permits

6017-43rd Ave. NE, addition to residence, Owner-builder, R. W. Halbert, \$10,000.
9645 Renton Ave. S., building, Owner, City of Seattle bldg. Dept., builder, Com-Tec Corp., \$156,000.
7018 Cavell Drive S., residence, Owner-builder, S. T. Covello, \$20,000.
4558 S. Lucille St., residences, Owner-builder, Kampe Const. Co., totaling \$34,000.
2240 S. Eddy St., residence, Owner-builder, Emory Wechselberger, \$12,000.