

# NIXON

## Hopeful

## On Dock

## Strike

(From A1)

shoremen's union official said the Texas ports would be open on an hour-to-hour basis and that the Beaumont-Port Arthur port probably would close this morning after an Army ship already in port is unloaded.

The ILA strike appeared to be less serious than the Pacific Coast strike. About 190 ships are backed up along the West Coast, but only 15 cargo vessels were being worked in New York, four in Newark, none in Boston, two in Mobile, three in Jacksonville, Fla., and few elsewhere.

Many ships already had left ports or diverted to Canada in anticipation of a strike. Perishable cargoes in the ports were negligible, according to maritime industry sources.

The Association of American Railroads announced in Washington it had recommended an embargo on freight shipments for export on all 69 railroads moving to East and Gulf Coast ports.

Agriculture Secretary Clifford Hardin said the dock strikes had "plunged an economic sword into the hearts of farmers."

The U.S. Postal Service placed an embargo on surface, nonpreferential bulk international mails, but said the longshoremen's strike would have only a minimal effect on U.S. mails.

On the East Coast, management had insisted adamantly that ILA members give up the guaranteed annual income provision won in a strike three years ago. The New York shipping association had suggested that the dock workers take regular employment with shipping firms, giving up daily hiring hall shapeups for job assignment which management claims is a "racket."

The union, which admitted some abuse of the shapeup system, would have none of it. Both sides refused the government's suggestion of binding arbitration. The shipping association renewed its warnings that the Port of New York faces bankruptcy if dockworkers continued to get paid for 40 hours a week whether they work or not.

In response to a question on the West Coast dispute, Ziegler said he understood the International Longshoremen's and Warehousemen's Union and the Pacific Maritime Association have reached agreement on the pension issue.

"They have made progress or may even have reached agreement," he continued, "on matters concerning containerization and jurisdiction and they are making good progress on health programs and guaranteed annual income."

The containerization issue is an important element in the three-month old West Coast strike. It involves the union's demand for jurisdiction over the loading of the large containers increasingly used by the shipping industry to combine many small shipments into single bulk lots.

The union wants a contract provision guaranteeing its members the right to pack and unpack shipping containers at staging areas near the docks. They now do only a small percentage of this packing.

The union also has been seeking a \$500-a-month pension for members who are 62 years old and who have 25 years experience. The present pension is \$235 a month.

If Nixon does invoke the 90-day "cooling-off period" provided by the Taft-Hartley Act, the International Longshoremen's Association in New York would benefit. That is because the act freezes the status quo, including the union's guaranteed annual wage.