LONGSHOREMEN HONOR INTERNATIONAL LAW: U.S. GOVERNMENT DEFIES IT!

DON'T UNLOAD RHODESIAN CARGOES!

Longshoremen in Baltimore, Philadelphia and New Orleans have refused to unload Rhodesian chrome in support of the struggle of black people against the racist regime in Rhodesia. Although the longshoremen gave up a day's pay to boycott the cargoes, one dock worker explained why: "We don't work, we don't lose that much. If a black mines in Zimbabwe doesn't work, he starves."

The International Longshoremen's Association, ILA President Thomas Gleason and Anthony Scotto, President of Local 1814, have endorsed the boycott of Rhodesian ore. The resolution adopted by the ILA Executive Council of February 15, 1974 states: "That the ILA hereby affirms support of the boycott of Rhodesian ore and that the ILA longshoremen are not to handle such cargoes."

The AFL-CIO and unions like the UAW, ILWU and the USWA have also endorsed the stopping of Rhodesian imports.

IMPORTING ASBESTOS AND CHROME SUPPORTS THE RACIST REGIME

In Rhodesia (called Zimbabwe by the African people of that country), a 'government' representing 5 percent of the total population, the whites, wields dictatorial power over the blacks who make up 95 percent of the population. Black people there have no civil rights at all. They are segregated in schools, public facilities and on land. Black workers are forced to labor like slaves, making, at the most, $50 a month. Unions and strikes by blacks are strictly prohibited by law.

To protest the oppression of black people by this racist dictatorship, the United Nations resolved that all countries should have no trade dealings whatsoever with Rhodesia. But the U.S. government, led by Nixon, decided to violate the United Nations code and is allowing U.S. companies to import chrome, nickel, asbestos and other products from Rhodesia. The money that comes to the racist regime in Rhodesia from sales in the U.S. allows it to build up its police and armed forces to keep the black people under its control.
IMPORTING RHODESIAN PRODUCTS HURTS U.S. WORKERS

Why has the U.S. followed this policy of buying goods from Rhodesia? Because big business found it very profitable. Shipping companies like Farrel, Moore-McCormack, Hellnic and South African Marine and American business like Union Carbide and Goodyear Rubber do business, own mines, and build plants in Rhodesia. They make huge profits because they pay African workers only a couple of dollars a day. Whole plants are closed down in the U.S., putting thousands out of work, and are moved over to Rhodesia. Union Carbide is doing business right now with its ferrochrome division. So that’s why big business and Nixon got together to break UN sanctions. Sounds familiar—like Watergate, wage freezes and union-busting right here in the U.S.

So when we support the struggle of Africans in Zimbabwe for freedom, justice and human dignity, we are fighting for our own interests too.

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Schedule of vessels which have repeatedly brought in Rhodesian cargoes

ALL PIERS IN BROOKLYN

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Date</th>
<th>Pier</th>
<th>Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>MORMACPRIDE</td>
<td>17 June</td>
<td>Foot 23rd Street</td>
<td></td>
</tr>
<tr>
<td>AFRICAN SUN</td>
<td>26 June</td>
<td>Pier 5, Furman Street</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>[this ship the biggest violater] Foot Joralemon Street</td>
<td></td>
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<tr>
<td>MORMACTRADE</td>
<td>29 June</td>
<td>Foot 23rd Street</td>
<td></td>
</tr>
<tr>
<td>AFRICAN DAWN</td>
<td>30 June</td>
<td>Pier 5, Furman Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bmt June 30</td>
<td>Foot Joralemon Street</td>
<td></td>
</tr>
</tbody>
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RHODESIA
(Zimbabwe)

FOLLOW THE EXAMPLE OF YOUR FELLOW LONGSHOREMEN!
DON'T UNLOAD RHODESIAN CARGOES!

For more information, contact:
The New York Coalition to Stop Rhodesian Imports
164 Madison Avenue - 2nd Floor
New York, New York 10016
Phone: [212] 532-3700

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labor donated