The Port of Philadelphia handled more tons of foreign commerce than any other port in the nation for the first six months of 1974, it was announced today.

Frederic C. Potts, board chairman of the Philadelphia Port Corp., noted that Philadelphia had surpassed New York City in the international cargo figure in each of this year's first two quarters, marking the first time in several years it had passed New York in that category.

POTTS, speaking at a luncheon at the Benjamin Franklin Hotel, also said Philadelphia is now the most secure port in the world. According to U. S. Customs figures, he said, Philadelphia lost only $100,000 through theft in 1973 when the port handled cargo worth more than $2.5 billion.

The low theft figure, he said, could be attributed to the port's "three-strikes-you're-out system, whereby longshoremen who are caught in three thefts are barred for life from working in Philadelphia's port.

Potts said that in the first six months of 1974 the port handled 35,779,392 tons of imported goods, and 3,487,359 tons of exports. This was an increase of 3.6 percent over the same period in 1973 for imports, and a 4.6 percent increase for exports.

Philadelphia still trails the port of New York, which handles a high degree of interstate commerce in total cargo handled.

Sure, the economy is bad (and getting worse), the St. Lawrence Seaway hasn't frozen, and it has been a slow year in general, but, if the Port of Philadelphia was tops for the first six months, what has happened during these last five months?

But YOU ARE NOT WORKING IT!

The latest thing the shipping companies have developed and are using more and more is CONTAINERIZATION. Container ships are unloaded down river onto barges. When the barges reach Phila., they are unloaded by 6 men when it used to take 50. Its a great way for them to make profits, and another way to steal wages and "security" from us.

The COALITION TO STOP RHODESIAN IMPORTS wants to know what is being done about this! We want to fight for the rights of longshoremen to jobs or payment for lack of work. It is these same Shipping Companies which are stealing our jobs here that are paying South African Dock Workers $25 for a 13 hour day, 7 days a week. The Coalition wants JUSTICE done to all workers of all countries.

SO WE ASK:

1) What is the I.L.A. doing about containerization?
2) What can the Rank and File do about it?
3) Why aren't ROYALTIES imposed on container cargo?
4) Why isn't there a guaranteed weekly wage for all longshoreman?