

Longshore Parleys Continue

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All longshore and clerk locals were urged by the Strike Strategy Committee to keep expediting meetings with local employers to try to settle these items.

EQUALIZATION

In its most recent message to area strike committees, the Coast Strike Strategy Committee made a recommendation that the areas "set up a system to equalize work opportunity in all areas between all locals." This refers to all work exempt from strike action.

The communication recommended implementation "in the fairest possible manner."

MEET WITH IBT

In another action taken on August 27, the entire Coast Strike Strategy Committee met in Burlingame with Teamster president Frank Fitzsimmons, Einar Mohn, director of the Western Conference of Teamsters, international vice president Joseph Diviny, and a number of major west coast Teamster leaders.

Following this meeting, the Teamsters released a press statement which discussed differences which may arise between the two unions as a result of new methods of handling cargo, and suggested that these differences "be submitted to final and binding arbitration."

To date, the Coast Strike Strategy Committee has not responded to the Teamster proposal.

The coastwise strike continues 100 percent effective. About 150 ships are tied up, and nothing moves except those exceptions already in ef-

fect, such as military cargo, perishables, passenger vessels, mail and baggage.

Morale among longshore and clerk strikers is remarkably high, as striking members vow to hang tough until their major demands are met.

A variety of strike committees are busily at work in all ports, conducting the strike on a rank-and-file level—clearing cargos from docks where authorized, distributing food, taking care of needy and hardship cases, dealing with local bureaucracies where food stamps or other relief are needed, and keeping picket lines tight.

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"We will be saying to these employers across the table, we don't want you to do anything illegal, but you can sit down and negotiate wages and any other matters, finally subject to government control boards that are set up.

"When we get our job done, we will go to Uncle Sam, Mr. Nixon or some other board and we'll say, look, this is it . . . we were caught in the middle of a strike, and unless you say this is okay, the ships will stay where they are."