

Nixon Invokes Taft-Hartley, Moves to End Dock Strikes

**Austerity
Budget
Stirs City
Pay Fight**

BY HILDA BRYANT

A battle over pay raises for city employees was shaping up yesterday after Mayor Wes Uhlman proposed a \$64.57 million 1972 budget calling for no new taxes, elimination of one present tax and no pay hikes.



LABOR MEDIATOR J. CURTIS COUNTS

Reported hopeless strike deadlock

Inquiry Board Is Created

P-I Washington Bureau, UPI

WASHINGTON — President Nixon invoked the Taft-Hartley Act last night and took the first procedural step needed to end the strikes that have tied up virtually every major U.S. deep-water port.

Nixon signed an executive order creating a five-member board of inquiry that will report back to him on or before tomorrow on the status of negotiations in the dock strikes.

White House Press Secretary Ronald L. Ziegler said the President would not decide whether to seek a federal court order halting walkouts at West, East, Great Lakes or Gulf Coast ports until he receives the board's report and an administration assessment of the strikes' economic impact.

White House Press Secretary Ronald Ziegler had said earlier in the day that the administration would seek a federal court order to halt the West Coast walkout, but later said the President had not decided whether to seek such an order in the West Coast dispute or in other longshoremen's

The P-I's marine writer, Don Page, discusses what the invocation of the Taft-Hartley Law will mean to Seattle longshoremen. Page D6.

strikes at East and Gulf Coast and Great Lakes ports. He said the decision would be made after the board of inquiry reported on the status of negotiations to the President.

The President's action was the first step in ending the West Coast strike. Timing of return to work on docks of Puget Sound and elsewhere along the coast still is indefinite.

The President signed the executive order invoking the 1947 law moments after he returned to the White House from a four-day stay at his Key Biscayne, Fla., home.

His decision came a few hours after J. Curtis Counts, head of the Federal Mediation and Conciliation Service, reported that the West Coast strike was at an impasse.

Perhaps the single most important issue between members of the International Longshoremen's and Warehousemen's Union and the maritime industry is pay for handling container cargo ships. In recent years, more and more shipowners have reduced the high cost of ship loading by pre-packaging goods in containers at the manufacturing point.

In the past, gangs of longshoremen had