

## Foresee big IBT role in 1980 campaign

Over the past eight days, the United States has begun to experience the moral and political power that will be wielded in the 1980 presidential campaign by the International Brotherhood of Teamsters. This is the significance of the report from the first week's activities of the Teamster Committee to Elect LaRouche President (TCELP).

The Teamster LaRouche committee was formed two weeks ago by members of the IBT in Michigan, with the avowed purpose of bringing the entire union behind the presidential candidacy of U.S. Labor Party Chairman Lyndon H. LaRouche, Jr., in the 1980 election. On May 14, the first bulletin of the committee, "Teamsters Must Endorse LaRouche for President," was released. Since that date, 50,000 copies of the bulletin have been distributed throughout the East coast of the U.S. and the Middle West. The bulletin was also placed on the desk of every U.S. congressman, the national leadership of all labor unions, and leading public figures across Western Europe.

Teamster members and officials who have gotten the news of the Teamster LaRouche Committee are reporting "for the first time in years their sense of the positive catalytic role that the IBT can play in this presidential campaign." The TCELP bulletin has begun to lift the media-created cloud of defensiveness, and has recalled the power that the IBT wielded in the 1950s and 1960s in support of economic development policies for America.

The late IBT President Dan Tobin spoke out in 1947 against Winston Churchill's efforts to bring the U.S. into a cold war posture against the Soviet Union; he termed such policy in British, not American interests. In the 1950s, the Teamsters backed Dwight Eisenhower and his Atoms for Peace program. The IBT backed Richard Nixon in 1960 and warned that a Kennedy presidency would be disastrous for the nation; they backed Nixon again in the late 1960s and early 1970s and resisted the Watergate movement.

Today this is also the mood of IBT general President Frank E. Fitzsimmons's May 15 speech in San Francisco (see below).

Last week, the Teamsters leadership announced that membership had overwhelmingly approved the newly

negotiated National Master Freight Agreement by a three-to-one vote. The Teamsters leadership further announced that the steel rider to the MFA, covering more than 15,000 steelhaulers, had been approved by a two-to-one margin.

The size of margins shows that the antileadership, anti-Teamster agitation by such grouplets as the Teamsters for a Democratic Union (TDU) and PROD, Inc.—groups under the control of the Kennedy machine—fell on deaf ears. The months-long campaign waged jointly by LaRouche organizers in the Labor Party and Teamster leaders to expose PROD-TDU as union wreckers leaves this network in total disarray.

The fight is now on to secure the gains won in the MFA—gains which the austerity managers in the Carter Administration are already attempting to "take back."

Teamster members are realizing that their political role is not as mere "constituents," pulling a lever every four years, but as a force to shock America out of submission to the environmentalists and prodrug liberal zero-growthers.

The response to the TCELP indicates that the IBT, the largest union in America and one of the country's most powerful institutions, could provide the culture shock to catapult Lyndon LaRouche's "American System" candidacy forward—undermining the pro-British New York Council on Foreign Relations' designs to rig the Democratic and Republican Party nominations for Alexander Haig and Ted Kennedy and make outgoing NATO commander Haig the winner of a rigged presidential election. In Philadelphia, Pittsburgh, and Detroit, local IBT officials who have known the U.S. Labor Party for years have this week arranged presentations to their local and joint council executive boards. These presentations have focused on the "nuts and bolts" of the LaRouche candidacy. They have already resulted in two invitations for LaRouche to address IBT general membership meetings.

This political muscle of the IBT is shown in the response to the TCELP from the rest of organized labor. Leaders of non-Teamster unions, on a national and local level, have requested meetings with LaRouche campaign representatives after reading the Teamster

Committee bulletin. One prominent leader explained the reason for the bulletin's effect on him and his fellow labor officials. "Only the Teamsters have taken an actual independent political stand in the last two decades."

The same point is evident among leaders outside the labor movement. The responses from a leading Republican National Committee official and from the president of a Philadelphia bank were identical: "Now LaRouche is in the ball game!"

A spokesman for the Teamster LaRouche committee in Detroit, reviewing the first week's work, said that the committee will publish bulletin #2 on May 25. He announced that the press run would be extended to 100,000 to cover greater intensity of distribution in the East and Midwest, and expansion to the West coast.

## Fitzsimmons: 'we need candidates ...with workable solutions'

*Following, with minor deletions, is the text of the speech by International Brotherhood of Teamsters President Frank E. Fitzsimmons on May 15 to the Financial Analysts Federation in San Francisco.*

I think I had best begin with a confession. I certainly did not come before you today as an expert. I came because I determined that there is no better group to seek out to find out what is happening to the economy of this country....

I believe today we are a nation asking questions, seeking solutions to economic quandaries which defy old and reliable economic theories. I am certain in my own mind that if Adam Smith were alive today, he would throw up his hands and drop out.

It is that kind of an environment in which we live, but I want you to know that we in the Teamsters—although we might throw up our hands occasionally—never intend to drop out.

More than two million American workers and their families depend upon us. We appreciate their needs, and I think our approach to our recently completed negotiations with the trucking industry are a clear indication of that appreciation.

As you know, the Carter Administration announced its inflation program with its wage-price standards Oct. 24, 1978. We met with the trucking industry for the first time in negotiations Dec. 14, 1978.

I want you to know these negotiations were a soul

searching time for me. Inflation was running in double digit figures and, we were asked to hold our total wage-benefit package to 7 percent. Not just the cost of wage increases, but the cost of maintaining benefits as well. That alone was mindboggling. But then the government threw in a hooker.

On April 1, 1979, our members had 58 cents coming under a cost of living increase negotiated three years before. Government inflation fighters—including one illustrious government official who will speak to you this evening—told us that the 58 cents was to be included in the 7 percent in any new agreement as new money.

The trucking industry was told that any cost incurred over the 7 percent wage standard could not be recovered in rate increases from the Interstate Commerce Commission.

And as the string came off the bundle, and we got a good look at the contents, we found that the government was saying that if the settlement exceeded its wage standards, the government would accelerate its efforts to deregulate the trucking industry.

Those are some of the conditions under which we went to the bargaining table in a country which prides itself on its system of free collective bargaining. I can tell you that one gets a little nervous sitting at the bargaining table with a gun at his head, and it is no secret that for a while, some employers were shaking so hard they needed a realignment job on their knees, but that was understandable.

Did one go along with an ill-conceived plan to control inflation.... Or did one lead from a gut reaction that our members were striving to survive in an economic jungle and deserved more than that promised by soothsayers and those reading tea leaves in the economic cup of life.

I finally concluded that our members deserved much more than that.

So, I took my negotiating committee to the bargaining table determined to obtain what our members need to remain competitive in the economic mainstream of American life.

And for a moment, as a side note, I want to emphasize that we in the Teamsters Union are as patriotic as anyone else. We have proved that in war and in peace. And I say to you that if and when someone comes up with a plan of equity in which the sacrifices are shared in a like manner, you can count the Teamsters in at the front of the marching order.

Be that as it may be, when it was all over and we reached a tentative settlement, a very funny thing happened. Suddenly, the terms we reached were—according to the lead economist speaker—within the guidelines.

...I know what is in this contract, and I can tell you it is the best damned contract we ever negotiated with the trucking industry. It will serve the needs of our