



Monthly NEWS LETTER

OPERATING ENGINEERS LOCAL UNION No. 3

VOLUME ONE, NUMBER FOUR

SAN FRANCISCO, CALIF.

June 17, 1943

President tells work of union's general offices

By Wm. E. Maloney

General President, International Union of Operating Engineers

Washington today is the busiest place in America and the General Offices of the International Union of Operating Engineers are about as busy a place as there is in the hurly burly Capital, with only the clerical help enjoying an eight hour day.

For the International Officers stationed there, from General President William E. Maloney and General Secretary-Treasurer Frank A. Fitzgerald down, the day begins at 8, nominally ceases at nightfall with, as frequently as not, evening meetings and conferences and long distance telephone calls for help at homes in the early morning hours accepted as cheerfully as possible as part of the day's work.

Since the outbreak of war, the volume of work calling for immediate attention has quadrupled until at times it is difficult to keep such routine matters as ordinary bookkeeping up to date, and yet give prompt attention to cases coming from as distant points as Alaska and the Canal Zone. Each is important to the local union, and many involve decisions of nation-wide scope, for a ruling or decision made in a case directly affecting a small union in an obscure place may well become a precedent affecting the entire membership.

Mainly the work created by the war has to do with governmental departments and agencies; this because the only construction work of size and importance now being done is government work and has to do with wages and working conditions. For once there is no question of union recognition.

The departments and agencies of government that have to be contacted almost daily include: The War Department, Navy Department, Labor Department, Maritime Commission, War Production Board, War Labor Board, Civil Aeronautics Administration, Defense Plant Corporation, Defense Public Housing Administration, and Federal Works Administration.

Fortunately the Wage Adjustment Board, set up August 1, 1941, providing for the settlement of all possible contro-

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Local 3 to install officers at union's July meeting

The following officers of Local Union No. 3 will be installed at the next regular meeting on July 3rd, 1943, for a two year term of office:

Victor S. Swanson	Local Union Manager
Pat Clancy	President
H. O. Foss	Vice-President
C. F. Mathews	Recording Secretary
T. M. Bynon	Financial Secretary
P. E. Vandewark	Treasurer

Executive Board

G. C. Braddock	Al Clem	M. G. Murphy
Ed Doran	Harry Metz	

AFL Executive Council to fight state laws aimed at unions, labor's rights

Washington, D. C.—The AFL Executive Council issued the following statement on plans to challenge the validity of State anti-labor legislation:

"The Executive Council, after studying a legal analysis of anti-labor legislation adopted in the States of Arkansas, Kansas, South Dakota, Idaho, Texas and Colorado, has arrived at the inescapable conclusion that these measures are clearly unconstitutional and repugnant to American principles of freedom and democracy.

"Therefore, the Executive Council directs that the officers of the American Federation of Labor take whatever steps are necessary to test the validity of these State laws in the courts as speedily as possible.

"We recommend the action of President Green in advising State Federations of Labor, central bodies and local unions in these States to refrain from complying with these oppressive laws until the courts have ruled upon them.

"The evidence is clear the reactionary groups—notably the Christian American Association—have simultaneously sponsored anti-labor legislation of this nature in State legislatures throughout the land with the obvious purpose of depriving American workers and their labor unions of their basic rights under the Constitution.

"The provisions of the laws adopted in the six States above mentioned render it impossible for labor unions in those jurisdictions to function effectively and will interfere seriously with the efforts of war production workers to make their utmost contribution to victory.

"These State laws are part of a sinister and underhanded attempt by Fascist influences in America to tear the trade union movement apart and to smash the economic and political strength of America's workers.

"Labor will resist these sniping attacks on the fundamental freedoms of workers with all the power at its command and, if necessary, will undertake a wholesale housecleaning of reactionary members in the State Legislatures.

"The enemies of labor may as well realize that the trade union movement is not going to permit a return to the old days of exploitation of the workers but will press militantly for further progress and advancement after the war is won."

AFL workers win production awards

Washington, D. C.—For the second consecutive month AFL workers in shipyards carried off the major share of honors awarded to American labor for valuable ideas to boost production, War Production Drive Headquarters announced.

In all, 39 workers in plants under contractual relations with the American Federation of Labor were selected at the May sessions of the Drive's Board of Individual Awards for national recognition.

Of the total, seven won certificates for particularly valuable suggestions, the remainder winning Letters of Honorable Mention. The winning suggestions were culled from thousands submitted

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Engineers take part in Metal Trades meeting

By Victor S. Swanson

Local Business Manager

This issue of the "Monthly News Letter" was delayed so that the complete election returns could be included.

You will find a complete list of newly elected officers in the adjoining columns. The officers will serve until July, 1945.

For the information of all members, particularly those in the Fresno district, I wish to inform you that Vice-President, Business Agent H. T. Petersen has received a commission as Captain in the U. S. Engineers and will leave for the East shortly. We are all very proud of Captain Petersen and we wish him a lot of luck during his absence from California.

Brother Tom Bryson is now stationed in Fresno and I am taking this means of asking all Brothers in that area to give Brother Bryson the same loyal cooperation which you have so graciously given Brother Petersen in the past.

Reports from the various Business Agents indicate that construction work here is falling off. However, we still have very few unemployed members.

During the month of May a Pacific Coast Conference of all Metal Trades Unions was held in San Francisco and the officers and members of Local Union No. 3 had the pleasure of meeting a number of representatives from up and down the Pacific Coast. Brother J. C. Fitzgerald, International Representative, Brother Walter Mahaffey, International Representative, and Brother MacDonald representing Local No. 335, along with Brother L. A. Parker, Secretary of the Los Angeles Metal Trades Council, were visitors from the South.

Other visitors included Brother John McDonald, representing Local No. 302 of Seattle, Washington; Brother Earl Palmatier, representing Local No. 612 of Tacoma, Washington, and Brother J. W. MacClements, representing Local No. 87 of Portland, Oregon, and Brother Stalker, supervisor of Local No. 370 of Spokane, Washington.

Also attending the Conference and from the Bay area were Brother R. R. Corrie, International Representative, and Brother Claude C. Fitch, representing Local No. 64 of San Francisco. There

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President tells work of union's general offices

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versies arising on Army, Navy, Maritime Commission and Federal Works Agency, has in great measure simplified the work. Under it all wage cases arising in these agencies are certified, first to the International Office for approval by it; if the case has merit, to the Building Trades Department which certifies it to the Board.

On this Board sit representatives of the building trades and governmental agencies and departments. Theoretically its findings are subject to review by the War Labor Board. In practice, however, its decisions are usually final.

As thus stated it seems a simple process. Actually it involves the securing of existing wage rates and other data through offices of the Labor Department and other sources, the preparation of briefs and, very frequently, prolonged argument and discussion. All of this takes time and explains why frequently a case is delayed for months that seems to those directly involved should be disposed of in a few days.

Here the General Officers come in for not a little heat, and the necessity of saying "no" to requests for approval of economic action in keeping with the pledge of "no strikes for the duration."

Naturally each local union considers its case all important—as it is to its officers and members—and may be inclined to strike without approval. That is exactly what it should not do, for it not only prevents any consideration of its case, but blocks consideration of other cases and creates ill feeling that is not at all helpful.

Running parallel to this work there are meetings with the heads of other International Unions to decide on matters of policy and jurisdiction, the watching of Federal and State legislation, the interpretation for men in the field of executive orders and directives and decisions of the War Labor Board, the National Labor Relations Board, the Office of Price Administration and other agencies, and the analysis of plans and projects for post-war development.

More news notes from Oakland office

Dave Stalker, Business Agent for the Operating Engineers Local No. 370, Spokane, Washington, was a visitor to the Oakland Office. He was escorted through the Kaiser Yards in Richmond by Harry Metz. Brother Stalker congratulated Local 3 for the progress that has been made.

We regret to announce to our many members on the school waiting list, that the Government Training School has been closed. The report is that the equipment is now being used in actual combat duty.

Ohio Foundation represents Engineers in post-war planning

By Frank P. Converse

Vice-President, International Union of Operating Engineers

From all corners of the nation, even from the remote sections of the entire world, come reports by the thousands of schemes, plans and blue prints designed to make this a better world to live in in the days following the present conflict.

Naturally, in full realization that differences of opinion must exist in an active and expanding democracy, the engineers are vitally interested in present and future planning and have, as a result, established the Ohio Foundation for the purpose of publicizing and carrying on our interests in the days to come.

The Foundation's first and foremost thought is the successful prosecution of the war. Without this all other planning is nothing more nor less than a waste of valuable time. But at the same time we are engaged in a thorough study of post-war problems as they effect our trade, our members, all unions and unionists and the general public.

Tangible projects which have come up for detailed study at this time include practically all types of building construction or rehabilitation. But of more importance to us and to many with whom we have worked is the establishment of a consciousness of the lack of efficiency of our present primary and secondary highway systems and a realization of the important place that highway transportation will occupy in the near future.

We are fully cognizant of the fact that attempts have been and are being made to propagandize the general public away from this great arterial system of this nation and that various and sundry other modes of transportation are being played to the skies to the end that highway travel, both freight and passenger, shall suffer a period of decadence that might even threaten to bring about blight areas where now exist prosperous communities.

In this study it has been apparent that bureaucratic federal controls of private business is an ever-increasing threat to our present economic system. That, in itself, becomes one of our major problems.

We have found that the continuing increase of highway taxation away from individual states into federal coffers is becoming more and more dangerous and can bring about an entirely inequitable distribution of funds on a basis of power politics rather than upon the actual needs of communities or complete state areas. Other tax problems such as the liquid fuel assessment also come in for study and have been found to be threatened by the same eventual fate if permitted to go unnoticed.

The proper recodification of both state and federal laws could solve many of the outstanding problems such as the decadence of certain rural and municipal areas. This, too, has come in for much study and has been laid down as one of the aims of the Foundation.

The war must be won, that we know, and we will do and are doing everything in our power to that end. But at the



same time we recognize our responsibility to the future and are doing our utmost to guarantee proper employment of the greatest number for the most good to the nation.

These are our aims and the aims of the Ohio Foundation, and we earnestly pledge ourselves to the continuance of these efforts for the good of all of America.

Provo announces Ironton job done

H. L. ("Curley") Spence, Business Representative working out of the Provo Office, reports:

Provo—Construction work at Ironton is through as far as work for Engineers is concerned. Columbia Steel takes over the plant for production on June 1, and we have a number of our members who will remain as firemen on the boilers.

Cleveland Steel has about completed their contract and there will be a few men who will remain. Bates and Rogers are leaving the first week in June.

Work at the Geneva plant is progressing rapidly. There will be fifteen carloads of machinery shipped in within the next two weeks to be installed by F. H. McGraw Co. and U.P.M.

The Hospital, Office and Administration Buildings are nearly completed and will soon be opened. There are more cranes assembled on this job than on any other construction job in the country.

This County made the largest contribution to the Red Cross of any other County in the State. The check was for \$18,004.31.

Engineers take part in Metal Trades meeting

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were several representatives of Local No. 3 present.

We missed our International Vice-President, Brother Carter, who advised he would be unable to attend the Conference owing to important business in Portland, Oregon. However, we hope to have him with us at the next Pacific Coast Conference which is expected to take place in San Francisco the latter part of this month.

In closing, may I say to the former members of Local Union No. 53 of Ruth, Nevada, that we welcome you into Local No. 3. We trust that Local No. 3 can be of some service to you. It is our intention to make every effort to organize your locality in order that you may enjoy better working conditions and better wages.

Dredging jobs on Pacific still open

Jack Foster, Business Representative in charge of the dredgers; working out of the San Francisco Office reports:

San Francisco—Dredging work in the Pacific is progressing very well according to the reports coming in. They are working around the clock, and the men are satisfied with the conditions.

Two more big machines are being fitted for work out there, and crews have been hired. However, there are several more jobs open and if anyone is interested I would appreciate it if they would contact me.

Dredge work on the Bay is going right along with more contracts to be let in the near future. There are a number of jobs open on these machines, also. Deckhands and Leveemen are needed. The jobs pay on the average of \$60.00 per week, and are steady!

Several dredges are in the various yards for repairs. They will move out to start work in the near future and men will be needed to make up the crews. You can help Uncle Sam if you will send any one interested in this type of work in to the San Francisco Office or have them call at the San Francisco or Oakland Office, for further information.

AFL membership hits new high

Washington, D. C.—Secretary-Treasurer George Meany reported to the AFL Executive Council that the dues-paid membership in the Federation at the end of April stood at the all-time high total of 6,226,950.

The Council expressed gratification over this direct proof of the Federation's steady growth and directed that the AFL's organizing campaigns in various fields be continued unabated.

RENO REPORTS LOCAL 53 WILL JOIN LOCAL 3

*John DeLagrange & Les Collett,
Business Representatives working
out of the Reno Office, report:*

Reno—The Executive Board of the Operating Engineers Local No. 53 of Ruth, Nevada, voted unanimously to become members of Local Union No. 3. Their charter which was installed June 2, 1941, covers the mine, mill, and smelter industry and the open pit mines in the State of Nevada. The amalgamation of Local No. 53 will give Local No. 3 a wide range, from which to work.

There was a hearing at Ely, Nevada, May 14 and 15, held by Mr. Louis S. Penfield, Trial Examiner for the National Labor Relations Board in the matter of The Kennecott Copper Corporation and the International Union of Mine, Mill and Smelter Workers, C.I.O.

Through the able assistance of Brother Fred Olds, Organizer of the American Federation of Labor, Washington, D. C., we filed a petition to intervene in behalf of the A. F. of L. and the affiliated crafts for a globe election. This election will involve approximately 1,700 employees. Approximately 300 of these employees will come under the Operating Engineers, Local No. 3-D.

Brother DeLagrange spent the week of May 24th in Ely, Nevada, and will return again the week of June 7th. The National Labor Relations Board has not yet set the date for election.

Brother Tom Bryson from Utah came in to help us. His services were greatly appreciated. He is an old-time shovel operator from Ruth.

We have quite an organizing campaign going on in the lumber industry in northeastern California.

Several hearings were held the week of May 17, by Miss Virginia McElroy, Field Examiner for the National Labor Relations Board. We filed a petition of intervention of the Fruit Growers Supply Company. This was also filed under the A. F. of L. and the affiliated crafts, namely, Lumber and Sawmill Workers; Teamsters, Chauffeurs, Warehousemen and Helpers, Local No. 137, Marysville, California, and the Operating Engineers, Local No. 3. The date for the election is set for June 10 and 11th, and will involve approximately 450 employees.

The Union Paving Company's highway job north of Reno is progressing very rapidly. About two-thirds of the excavation is completed. They will start laying hot plant mix sometime in June. Mr. Heck Morsette is superintendent in charge, and Brother W. E. "Bugs" Baker is the foreman.

Harms Brothers and Larsen Brothers, Sacramento, were the successful bidder on the extension at Minden Airport, at \$111,000. The work is now progressing. Mr. Miles is superintendent in charge.

The Hunt and Frandsen Airport job at Lovelock is progressing very nicely. Mr. Ben Walton is superintendent in charge, and Brother Don Turner is the shifter and also the steward. He is doing a swell job there. They have also opened their job at Owyhee, Nevada, which was delayed through the winter months.

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Price control failure threatens wage stabilization plan, AFL official says

New York City—The United States faces complete collapse of the entire economic stabilization program, Secretary-Treasurer George Meany of the American Federation of Labor, warned in a coast-to-coast radio address.

"We have been brought to this sorry pass," he declared, "by the utter failure of our government to carry out the most essential part of that program, the effective control of the cost of living. The failure to do the job it was established to do has brought America to the verge of economic chaos."

Mr. Meany said it is high time the economic stabilization policy was "re-adjusted on a common-sense basis." Either wages must be raised to enable the workers to buy sufficient food, he said, or the prices of food must be reduced to what they were in May, 1942.

"And when the prices have been rolled back to that point they must be held there," he emphasized.

Mr. Meany strongly recommended in his talk, which was heard over the Blue Network, that in place of the ineffective American price control system this country should adopt the plan in operation in Great Britain, under which for two years the cost of living has risen less than one-half of one per cent.

"Compare that with our own country, where the cost of living has admittedly risen more than twice that much in a single month," he said.

Pointing out that American Federation of Labor surveys prove that food prices have skyrocketed to "disgraceful" heights, Mr. Meany said the consumers of the nation are weary of the unfulfilled promises made repeatedly by OPA that the cost of food would not be permitted to get out of hand.

"We cannot wait any longer," he declared. "We must have real action now. We do not want more promises."

At the same time Mr. Meany made clear that labor's criticism of OPA is constructive and that labor does not associate itself with the "nefarious" campaign of big business and pro-inflation farm organizations to wipe out OPA.

"The crying need of today is to make price control better, not to make it worse," Mr. Meany said.

The AFL Secretary-Treasurer, in urging the adoption of the British price control system, which involves the use of government subsidies on a wide scale, pointed out that "the British system works; ours does not."

"Some one will raise the objection that it will cost money," Mr. Meany said. "That is true. But the annual cost of operating under the British system of price control would be equivalent to no more than our government's expenditure in five or six days to carry on the war."

"**If Britain** could find the money for this purpose, are we to believe that America is not equally capable of finding the funds for the same purpose?"

"Is it not far better to spend two billion dollars to maintain economic stability than to invite a runaway inflation that would slash the value of your dollar to 15 cents and cause chaos at home when we should be getting on with the job of winning the war?"

"**A runaway** inflation would cost the American people fifty times two billion dollars. It could cost us the war."

Mr. Meany denounced the high-powered propaganda campaign conducted by labor's enemies which has tried to sell the country the false idea that wages are so high that exorbitant food prices do not actually represent any hardship.

"**Despite** careless talk of high wages," he said, "the truth is that the average weekly pay envelope for all manufacturing, including the war industries, holds only \$41. This is the official figures released by the United States Government."

"While the average weekly pay envelope contains only \$41, the minimum weekly wage necessary to support a family of four in Baltimore is \$48, in Seattle \$51, in Chicago \$52 and in New York \$54. The record shows that in only four industries do the workers receive enough to purchase this minimum standard of living, while in 100 industries they do not."

REDDING SAYS JOBS MOVING ALONG QUIETLY

*E. A. "Red" Hestor, Business
Representative working out of the
Redding office, reports:*

Redding—Morris & Knudson are doing a lot of work for the Southern Pacific Railroad, between Klamath Falls and Dunsmuir; such as, surfacing, resurfacing, and straightening out curves. They have several rigs working in Skagg Pit. This pit is located about 25 miles north of Weed. Buck Weaver is superintending the work.

Polus & McEwin have resumed work on their 25 miles of highway resurfacing between Weed and Doris. Their equipment consists of a hot plant and several rigs.

Jones & King's Montague Airport continues, with several more months of work anticipated.

Hayward Building and Material Co. are moving their plant into Junction City. There is fourteen miles of resurfacing to be done between Weaver-ville and Helena.

Anderson Fish Hatchery is finishing up, although there is quite a lot of leveling up to be done.

A. Teichert & Son are going along very nicely with their highway project north of Redding. Their equipment consists of a gravel plant, hot plant, two shovels, and several tractors.

Ruddy & Son have started on their new job of eight miles of resurfacing north of Redding.

The Big Bend hydro-electric project is progressing rapidly with about 250 of our engineers on this job.

Shasta Dam, Columbia Const. Co., Carrico Iron Mine, Keswick Dam, Heins Gravel Plant, and the E. B. Bishop Slag Pit are all going along about the same as usual, and most all of our members on these projects seem to be happy and contented.

Brother Lloyd Dunn has gone to Sacramento for a major operation. He will be laid up for some time. Drop him a line, brothers. He can be reached through 1123 Eureka Way, Redding, Calif.

Brother Clarence Boyles is very sick, and will also be laid up for a long time. His address is Box 802, Project City, Calif. Drop in to see him, brothers, and I am sure that he, his wife, and two little girls will appreciate it. He lives 12 miles north of Redding on highway 99, the first house on the right after passing Gates office.

Oakland representatives express appreciation

Brother Clem, Metz, & Doran take this opportunity to thank the members of Local No. 3 for their support in the past election of officers. They also thank the members for their cooperation in the past, and hope to improve the services in the East Bay area, in the future!

AFL workers win production awards

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to Drive Headquarters by Labor-Management Committees throughout the nation.

The shipyard workers bore off 28 honors, while workers in ordnance plants carried off eight awards. A railroad worker won a certificate, and two workers in metal plants also won honors.

The total number of workers who have won national honors, including this month's group, now is 646, the majority of them coming from plants under agreement with unions. The total includes 201 winners of certificates, 434 winners of honorable mentions, and 11 winners of citations. The latter is the highest award of all.



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FACING the FACTS

With PHILIP PEARL

No more important piece of legislation ever was offered in Congress than the new Wagner-Dingell Social Security Amendments which incorporate the objectives of the American Federation of Labor and leaders of public life, regardless of political affiliations.

This bill is dynamite—dynamite which will explode in the face of any selfish, petty or reactionary group or individual who dares to oppose it.

We say this under the assumption that every intelligent American citizen wants a national insurance system that will put an end to destitution in our country, guard the health and safety of our people and compensate the boys now serving in our armed forces for physical injuries and post-war unemployment.

These are some of the major objectives of the Wagner-Dingell Bill, a measure which does not represent somebody's sudden bright idea but is the result of five years of the most careful study by experts on the staff of the American Federation of Labor and the Social Security Board.

Who are the people who favor this bill? Every worker who dreads the loss of his job at any time in the future and fears the onset of old age for which he has been able to make no ample provision.

Every mother who has been forced to count pennies before deciding whether she can afford to send for a doctor to administer to her sick child will support this bill because it provides health insurance and hospitalization care for all members of the family.

Millions of agricultural workers, domestic servants and self-employed persons who are not now covered by any phase of social security will fight for this bill because for the first time it provides protection for them as well as all other American citizens.

Working women who can't afford to have children now because of the medical costs and loss of income will appreciate the maternity insurance provided in the Wagner-Dingell Bill.

Every American soldier, sailor and marine who is risking his life against the enemy will want this bill passed. It obligates our country to provide compensation for unemployed ex-soldiers after the war and to pay disability insurance to those who have been injured. The families of these boys, troubled by the failure of our Government to take any steps in their behalf, also will demand favorable action on this bill.

We've all heard about the "Beverage Plan" in England. This Wagner-Dingell Bill is an American "Beverage Plan." As President Green said, coupled with a program for post-war expansion of industry to provide jobs for all in peace-time, it will carry out the pledge of the President of the United States to end the fear of want for all time in America.

Now let's see who may oppose this bill. It may be expected that political interests which seek to preserve patronage systems under the present State-Federal unemployment compensation system may object to being deprived of the gravy under the new bill which creates a single, unified and national insurance system.

Then, it may be possible that a few moss-backs in the medical profession, who oppose socialized medicine regardless of the benefits to the people as a whole may start protesting even though the bill protects the individual's choice of physician and seeks to uplift the standards of medical treatment.

Who else? Perhaps a few reactionary groups may set up a howl against higher taxes. But the bill does not increase the tax on employers. They will have to pay 6 per cent on payrolls. Under the present law they would have to do that by 1949 anyway. The bill does double the tax on workers by bringing it up to 6 per cent of weekly wages, but we doubt if any worker will be heard to complain. The benefits provided by the bill are so great as to make the cost cheap to every worker and employer.

So we expect that the Wagner-Dingell Bill will become law—eventually. It would be too optimistic to expect its immediate enactment. There probably will have to be an interval for public education as to the provisions of the bill before we can get the ball rolling.

Memories of An Engineer Soldier



Brother Lee Patters sends us the following poem, written by his son, Sergeant Albert F. Patters. Young Brother Patters was a member of Local No. 3 before joining the Army.

Down in the heart of Africa
... is the spot,
Battling in terrific heat
In the land that God forgot.

Even at night the rain keeps coming;
It's more than a man can stand;
No—we're not convicted men,
But defenders of our land.

We're the Soldiers in the Engineers
Earning a meager pay;
Guarding people with millions,
For a dollar and a half a day.

Out in the Brush with a rifle,
Down in a ditch with a pick,
Doing the work of a nigger
And too damn tired to kick.

Many a mile we've marched
And have yet to leave our post,
Many a dawn we've studied,
The courses we hated most.

We've washed a million mess-kits
And peeled as many spuds,
And paid out many a dollar,
To clean our dirty duds.

Down with the snakes and Arabs,
Down where a man gets blue
Down at the very bottom,
So many miles from you.

Living only for tomorrow,
And lonely for our gals,
Hoping that when we return,
They haven't married our pals.

Just sitting here a thinking,
of what we left behind,
We dare not put on paper,
What's running through our mind.

No one knows that we are living
And no one gives a damn,
Back home we are soon forgotten,
'Cause we're loaned to Uncle Sam.

These obstacles we've confronted
They're very hard to tell;
Let's hope it's nice in Heaven,
We've served our time in Hell.

SERGEANT ALBERT F. PATTERS, A.S.N. 39099543
845th Engineers Avn., Battalion
Headquarters and Service Co.,
Army P. O. 528-2, New York City, New York.

★ ★ ★

Unionist wins medal at Guadalcanal

Washington, D. C.—Duncan J. Gillis, a member of the working-fighting Seabees and former member of Iron Workers' Local 25, Detroit, Mich., of International Association of Bridge, Structural and Ornamental Iron Workers (AFL), has been cited for bravery while serving on Guadalcanal and has been awarded the Silver Star medal of the Navy.

Gillis, a shipfitter, was among the first Seabees to land at Guadalcanal last summer and remained there five months. He was cited for his action during heavy Navy gunfire when he risked his life to extricate and carry to safety seven men who had been trapped under debris after explosion of a shell. Gillis left the safety of his own shelter to aid his comrades.

While engaged in freeing the trapped men, the citation said, another shell exploded nearby further covering the men and Gillis. "The prompt and courageous action of Gillis resulted in the saving of the lives of the men in the caved-in fox-hole," it continued.

On another occasion the union man saved comrades when a gasoline-loaded barge was hit by an enemy bomb. Gillis was thrown from the barge but assisted in rescuing his shipmates, the citation concluded.

Things picking up, San Jose office reports

M. G. ("Mickey") Murphy, Business Representative working out of the San Jose Office, reports:

San Jose — Sub Base being constructed in Southern end of territory—eight or ten of our members working on the job.

Watsonville showing activity. Two bases under construction there and quite a number of our members are employed on them. Both jobs running double shift. Finally got the wage scale on the "Back Busters" (jeeps) adjusted to \$1.75. Mr. Dollinger is the general superintendent on one of the jobs. He is doing a fine job and is very cooperative.

Hollister job is going along O. K. now. Had tough luck with the runways the first time and portions of them had to be removed and replaced. As you know Johnson, Drake and Piper are the general contractors and Brother Jessen is the superintendent. Brother Roy Holtz is the steward on the job and everything is running smoothly.

Moffatt Field going along about as usual—about thirty "Old Timers" on the job. Managed to clarify the wage scales on Hoists and Chicago Booms. They are now paying \$1.75 per hour. Have had assurance from Mr. Manning, superintendent, that the wage scale will be adjusted satisfactorily on the Batch Plant. Much more activity is expected on the Pomeroy Heple job before long. Pittsburg, Demoinis Steel Company are progressing favorably with their tunnel.

Alviso Shipyard has started up again and Mr. Joe Faulk, superintendent, and Roy Bursk, assistant, are on the job again this year. I understand from them that there is going to be considerable work in that yard for some time to come. There was some controversy over the wage scale on the stiff leg derricks but that has been settled amicably and the rate of \$1.75 is now being paid.

There is nothing new on the Hendy Iron Works. We are still working on it but I do not wish to make a report until there is something definite on it.

Santa Cruz is still quiet with the exception of the Davenport Quarry.

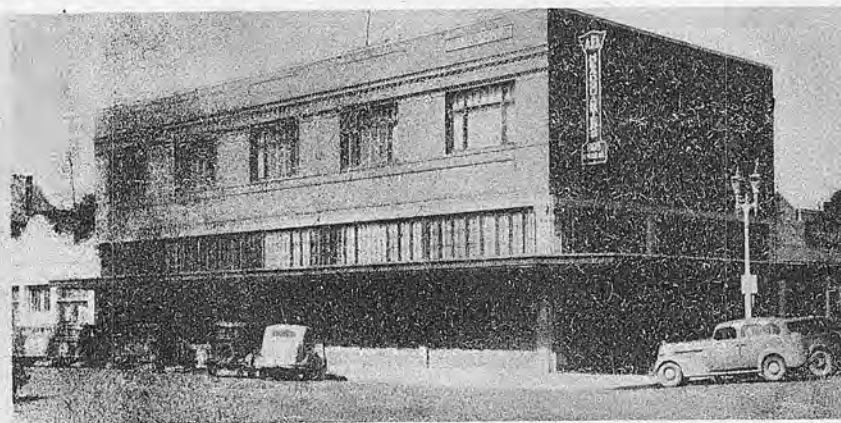
Had a nice meeting last Friday night (the 28th). Brothers from many of the different jobs in this locality attended. There were some from Permenente, Pittsburg De Moines Steel, Pomeroy & Heple, Alviso Shipyards, Joshua Hendy and many of the other smaller jobs. Don't forget, brothers, we are going to hold these meetings here every fourth Friday at 8. P. M. If you have any "beefs" to air, we'd like to see you there. If you haven't any "beefs", we'd still like to see you. I believe these meetings have been very beneficial and helpful to the members and I hope we can hold them regularly, indefinitely.

Due to war restrictions such as the 35-mile-an-hour speed limit, gas and tire rationing, etc., I have not been calling on the different jobs quite as regularly as in the past. If you have any trouble on the job in between trips, I would appreciate it if you would give me a ring.

Had a letter from Phil Calabrese

(Continued on page 7)

LOCAL 3's NEW STOCKTON OFFICES



Pictured above is the building in Stockton recently acquired by Local 3. It is located at 805 East Weber Avenue and in addition to housing Local 3's offices, supplies headquarters for a number of other AFL unions.

Oakland representatives report on wide variety of East Bay jobs, members

Brothers Al Clem, Harry Metz and Ed Doran, Business Representatives working out of the Oakland office, report:

Brother Donald F. Powers left June 1, 1943, with the Army Engineers. He has been regarded as one of our best operators. He promised to write giving us information which will be of interest to our brothers. Upon receipt we will publish same.

Brother Paul Chipchase left last week to enter the services of Uncle Sam.

Do you buy union made merchandise? If not why not. The "four freedoms" of labor unionism can be maintained only by buying union label goods and using union services.

Funeral services were held Friday morning, June 3, for Brother Ernest E. Franchard who passed away this week. Brother Franchard was employed at Lee J. Immel Co.

News from the jobs: The K. E. Parker job at Oak Knoll Hospital is about the same. We have 12 engineers on the job.

Work on the Piazza-Huntley-Larson & Harms job at Buchanan Airport is about the same as reported in our last edition. Brother Hughey French is foreman of Cats on the night shift and Brother Mike Eneboe is day foreman. Brother Harris is foreman of the Batch Plant. An old timer, Brother Jack Logue, is with Piazza & Huntley as foreman of the Hot Plant.

The N. M. Ball job at Franklin Canyon is in fair shape. Brother Wayne Morris is foreman of the tractors. Brother Bill Sorenson is Master Mechanic. The tractors are working one ten-hour shift, 6 days a week. They anticipate to finish in the near future.

The McNeil job is drawing to a close. A number of Brothers have been layed off the past couple of weeks.

Construction work in this area

seems to be rather quiet outside of a few paying jobs.

There is still considerable discussion over the Freezing Order and the 48-hour week. At the present time the order only applies to two construction jobs in this area. The McNeil and McCarty jobs both require War Manpower clearances.

Word has been received from G. P. Guptill, who is stationed in Virginia with the Seabees. Guptill reports he is getting along fine and hopes to be back on the coast soon.

The following information may be helpful to members interested in "Foreign Jobs":

Alaska:

Utah Construction Co.
251 Kearney St., San Francisco.
Morrison-Knudsen Co.
611 Hoge Bldg., Seattle, Wash.
Bechtel-Price-Callahan,
220 Bush St., San Francisco.
For filing applications, 8:30 a. m. to 5:30.

Pan American:

Pan American Division
Corps of Engineers, U. S. Army
Post Office Box 3620
Miami, Florida.

Pfc Cliff Cotter, one of Eary Parker's Cat skimmers, is in Fort Worden, Washington. Cliff would like to hear from his friends. His address is: Battery G, 248 Coast Artillery, Fort Worden, Washington.

"Doc" DeGroodt is back on Stolte's job in Alameda as Master Mechanic. "Doc" went fishing, but found there was very little profit, so had to go back to work.

There was a meeting of Crane Operators from Moore Dry Dock Co., held during the month. There were numerous complaints brought to the attention of the Business Agent. These complaints have been submitted to the company for correction.

Engineers win unanimously in NLRB election

Wm. C. ("Bill") Waack, Business Representative working out of the Stockton Office, reports:

Stockton — Lathrop, a small community nine miles south of Stockton, has suddenly taken a key position in defense activities on the coast.

Permanente Metals have located a large magnesium plant at this point, and the Army has selected this area for its great reconignment warehouses. Several hundred engineers have been and are engaged in the operation of these plants, therefore the election at the warehouse should interest our organization.

I would like to briefly bring out the highlights of the election, insofar as our organization is concerned, first because of the gratitude I express to the men who so unanimously supported our local and, secondly, because of the fact that our labor groups, through competition of the C.I.O. were dealt every trick in the deck to the extent, regardless of the sincerity and effectiveness of our organizing campaign, the C. I. O. came through with a majority of warehousemen votes to their side of the election. This is regrettable in this area where nothing but hard work has kept this county in the embraces of the A.F.L.

On February 3rd, 1943, the International Longshoremen & Warehousemen's Local No. 6 filed with the National Labor Relations Board a petition requesting that they be certified as the bargaining unit for some 350 men then appearing on the payroll of "Western Freight Handlers Inc." the contractors loading and unloading thousands of carloads of Army goods at the Warehouses.

Our executive board and business manager, Brother Swanson, was immediately notified of this action and inasmuch as some fifty engineers were involved, our organization Local No. 3 together with the Teamsters Local No. 439 of Stockton filed briefs of intervention to counteract this C.I.O. move and the battle was on.

The Labor Board held a hearing on March 22nd, where our evidence was introduced. Two units were set up for Local No. 3, the crane operators and oilers in the first, and tractor drivers in the second, with the Teamsters battling it out with the C.I.O. for the warehousemen. May 14th, 1943, was the day, and a day which you hoped for so much. (Did you put your organization over? ... Did you sell your bill of goods?)

I sat at the election table with the Teamsters, Labor Board Directors, C. I. O. and with the Army as observers. "No conversation" was the rules of the Labor Board. From 3 P. M. till 5:30 the voters passed in, marked their ballots and got out. At 5:30 the ballot box was closed and on came the tally; green for crane operators and oilers, cream color for tractor operators, and pink for warehousemen.

Final tally: thirty-five straight ballots selecting Local No. 3 as their bargaining unit, not one vote of dissension! Unanimously Local No. 3 was selected

(Continued on page 7)

NEW HOUSING JOBS START IN SAN FRANCISCO

P. E. Vanderwark, Treasurer and Business Representative working out of the San Francisco Office, reports:

San Francisco—Work at Hunters Point for the Pacific Bridge Company has dropped off considerably. The swing and graveyard shifts have been laid off, along with some of the day shift. However, Barrett & Hilp have been adding a few more men, at the same time.

Several new housing projects have been started here; Piombo Brothers are working several cats on two of the jobs and Eaton & Smith have cats and turnapulls on another; and MacDonald & Kahn have another. These housing projects are all near Hunters Point and a lot of dirt moving is involved.

Although some Cat and Shovel work is being done in the Sunset district where they are breaking ground for new homes, there is no great amount of construction work being done on the whole.

The Shipyards; Bethlehem, Western Pipe & Steel, Matson and Marinship, are adding a few men now and then. Most of the men are replacements. We are still having trouble with some of our members in Bethlehem plant who persist in taking up men, other than members of this Union, and breaking them in on cranes. The Brothers who are doing so are breaking the rules of this organization and will be dealt with accordingly by the Union.

The War Manpower Commission ruling, covering men in this area is now being worked out with the different employer associations, whereby our men will be taken care of as far as clearances are concerned.

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Ogden office signs more agreements

Joe Riley, Business Representative working out of the Ogden office, reports:

Ogden—Reynolds & Ely Construction Company, Enoch Smith and Sons, and L. G. Johnson Sand & Gravel Company signed agreements with all unions in this area.

Ogden Sand & Gravel Company has also signed with Local Union No. 3.

A.G.C. demands early action by the U. S. Department of Labor in establishing uniform wage scales on all Government construction projects in this area in order to correct chaotic conditions now existing.

Thirty-five hundred homes are supposed to be erected in and around Ogden, 2000 now being in construction.

There is a considerable amount of private housing going on in Brigham City, and there may be a 100 bed addition to the Bushnell Hospital in the very near future.

Warehouses and 13 hangars are being erected at Hill Field.

Conciliation Service steps into Fresno dispute; Local 3 wins better policy

H. T. Peterson, Business Representative working out of the Fresno Office, reports:

Fresno—Since our last issue we have had a considerable amount of excitement on the Tulare Lake area. It was necessary to call in the Conciliation Service and a policy has been outlined, that if adopted by the Reclamation Districts would work fairly well in our favor, at least from now on out. These districts will either operate 100 per cent union or entirely non-union.

The Lemoore Air Base in Kings County has an extension program on. Oilfield Trucking Co. are the successful bidders on this job and they are just getting started.

Piazza & Huntly, who have the access road on highway to Lemoore Field, intend to start operations immediately.

Between the Lake work and these other two jobs we should have room for several men.

In Fresno County there has been some small extensions let at the Basic Training Center No. 8, Camp Pinedale, and Hammer Field. There is also a fairly good sized grading job to be let soon at the Army Rifle Range. The contractors on these jobs are Van Valkenburgh & Kruley, J. E. Haddock Co., Sheldon Oil Co., Pacific Pipe Line Co., and MacDonald & Kahn.

In Merced County the Caldwell Construction Co. were low bidders on an extension at the Merced Air Base. They are just getting started. Jack Shields Co. will have their equipment on this job.

In Stanislaus County, Al Biassotti has the streets and sidewalks on the Army Hospital near Modesto. Radich & Brown have an extension to their job at Crows Landing. There is an expected additional amount of work to come up in this county.

All in all the situation in this district looks fairly well, especially since there is a good possibility that work on Friant Dam and the Madera Canal will be continued some time in July.

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Shipbuilding committee rules on shift credit

Here is an official ruling of the Shipbuilding Stabilization Committee on the subject of credit for shifts worked:

Problem: An employee is late in reporting to work. Is the shift which is begun late to be considered as a shift worked in the computation of premium pay?

Ruling: If the employee is put to work after reporting late for his shift, he should be credited with a shift worked.

FINANCIAL SECRETARY REPORTS:

It is surprising to see the number of members who were suspended on the March Report for non-payment of dues. In most cases it was entirely unnecessary and due to carelessness as there is plenty of work at this time and the wages are good.

There are many reasons why you should keep in good standing.

Our Agreement with the contractor requires that the contractor hire only members of Local 3 in good standing. When a member becomes suspended the Business Representative must notify the contractor to that effect and insist on him using only paid-up members.

When a member becomes suspended and again reinstates by paying the reinstatement fee and the Sick and Death Assessment, he is still not in good standing in the Death Benefit Fund until a six month period has passed. It is, therefore, to your benefit to keep your dues paid up.

Service Withdrawal Cards

We are having considerable trouble with members going into the armed forces to do their duty to the good old U. S. A. The Union issues Service Withdrawal Cards to those members entering the Service. It does not cost the member anything as long as he has his dues paid up for the current month and gives the office the information necessary to make out the card.

All of our branch offices are supplied with the "Information Cards." Be sure to get the Information Card and mail it yourself. In that way you can be sure that it will reach this office. If you do not receive your Service Withdrawal Card within a reasonable length of time, I would suggest that you contact this office. By getting a Service Withdrawal Card before you leave, you make certain that you will be in good standing with the union upon your return.

New Dues Books

The new dues books have arrived but must be checked against our records before they can leave this office. As our membership is large, this, of course, will take quite a little time. The books are much smaller this time and can be carried in your pocket if so desired. At the last regular meeting of the union, they voted to continue using the cards. I think it should be up to the individual member to decide which he prefers. By request and by paying up your June dues, you can have your old dues book.

T. M. Bynon, Financial Secretary.

CLANCY SAYS JOBS INCREASED IN SAN MATEO

Pat Clancy, President and Business Representative, San Mateo County, reports:

Construction work in San Mateo County has increased the last few months. Harms Bros. have resumed operation below Half Moon Bay and have a number of our members employed. They will probably be there for the next three or four months.

The small contractors in San Mateo are doing a little work now and then. L. C. Smith has the grading and paving of the housing project at South San Francisco. Rhodes and Jamison is pouring concrete with the large mixermobiles and Manuel Smith has the sewer construction contract. This project is proceeding very rapidly.

There have been various defense installations in the hills bordering the Coast. . . . Belair Shipyard is proceeding as usual. They have not as yet floated one of the concrete boats but hope to do so in the future.

The Pacific Bridge job has been increased. Inasmuch as they have started building barges for the United States Navy. This should last approximately one year and they have been ordering a few additional men as the large construction gets underway.

Employees of San Mateo County are going through a little change. The Board of Supervisors voted to put the County employees on Civil Service—the same procedure being used as with the City and County employees of San Francisco. The only gains that I can personally see will be the "retirement fund", which they will be entitled to. Outside of that, they will be paid on a per diem wage, the same as the employees of the City and County of San Francisco.

The construction job at Mills Field contemplated by the City and the United States Government and which will involve some Fourteen Million Dollars, will be quite a "constructive boom" to the County. However, no one knows when it will actually get underway.

Nothing further to report in regard to San Mateo County. I made a trip to Ely, Nevada, to investigate the feasibility of that local amalgamating with Local Union No. 3. It was favorably decided upon at our last meeting.



LAWRENCE SAYS NEW JOBS NOW UNDER WAY

F. A. Lawrence, Business Representative working out of the Sacramento Office, reports:

Sacramento—Those proposed jobs mentioned in last month's "News Letter" are well under way now.

The contract for the extensions at the Municipal Airport was let to A. Teichert & Son. They are working two shifts.

The McGillivray Construction Company was the successful bidder on the Winter's Airport job which started along the middle of May.

The job at the Chico Airport has been going good and there is about ten more days work for the cats. This work is being done by McDonald, Reedy, and Westbrook with Brother Marvin Covell as Superintendent. The Sierra Trucking Company have started the grading.

Earl Parker is employing quite a number of our members on a levee job near Elk Horn, using two shifts. They also have some work at Camp Beale.

At McClellan Field, J. R. Reeves has cut down to one shift on the Moore & Roberts job. The A-D-H Company have four trenchers and two cats. The machinist trouble on this job has been straightened out.

Stolte Inc. has been awarded additional work at McClellan Field and will furnish some work for our members.

At the Auburn Hospital job A. Teichert & Son cut down to one shift about the middle of May. J. L. Kruley, McDonald & Kahn, and Van Valkenberg are still working. On this job much difficulty was experienced over the classification and wage scale of mechanics. With the aid of the U. S. E. D. a new classification was established setting the scale for mechanics at \$1.50.

An Agreement has been signed by Chittenden & Chittenden, Auburn contractors, and the Operating Engineers. This has given employment to a few members as they are no longer on our unfair list.

Frederickson & Watson at the Fairfield Airport put on a second shift which continued for about two weeks. Work there is virtually completed and A. Teichert & Son have moved most of their equipment to Municipal Airport.

W. A. Bechtel Company have started a little job at David and Hemstreet & Bell and Lord & Bishop are doing a small levee job out of Knights Landing. Hemstreet & Bell also are doing a 13 mile road levee at the game reserve at Pennington and are going to start two road jobs at Baxter and Cisco soon.

The United Concrete & Pipe Company is doing some work in Sacramento that furnishes employment to several members.

Some of our men are working for Claud Woods on a highway job near Pacific House on the Tahoe Highway.

The Pacific Pipe Line Construction Company is now working near Rio Vista.

Proposed new work in this area is: At Sutter Basin a levee job which is supposed to start around June 15th. The Western Pacific Railroad grading and widening job at Marysville. A levee job

Local 3 wins unanimous vote in Labor Board election at Lathrop

(Continued from page 5)

to represent these men. Only seven tractor operators came in to ballot, the C.I.O. challenged the right of one driver and I challenged two on the grounds that last minute changes were made in the personnel of tractor drivers, and I questioned whether or not they were driving as of the date set by the labor board.

These ballots were sealed, leaving only four qualified and unchallenged votes. This was the tally: Engineers, Local No. 3, 4 votes—C.I.O. none (0). This made a bull's-eye!

On the strength of a perfect score, I felt as one of these men, many whom, prior to this campaign, had no union affiliations, proud of Local No. 3 and confident that this organization meant more to their security, and that invisible bond that draws one engineer closer to the other in the feeling that in being one of this organization, they did a fellow engineer a good turn. Local No. 3 is proud of its Lathrop Engineers and the Lathrop engineers are equally proud of Local No. 3.

The Teamsters did not fare so well. They had a most difficult organizing program and when the ballots were counted on the Warehousemen the tally stood C.I.O., 97 votes—Teamsters 54 votes.

The Teamsters have protested the election, however, and we sincerely hope that the results, should a second election be held, that the vote will be different as far as they are concerned. In a more recent election the Teamsters, involving the damage and strapping crews, did

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Things picking up, San Jose office says

(Continued from page 5)

(Casson & Ball's well-known mechanic). He is in the East taking his preliminary training for the Seabees. He requested that I have the monthly "News Letter" sent to him. . . . Leo Dehony (the Old Time Shovel Operator who was seriously injured at Permanente sometime back) is home from the hospital and getting around on crutches. It was a tough struggle, Leo, but I knew you'd make it. They can't keep us "Old Timers" down. . . . Foster Saint Clair was quite seriously injured in San Luis last week and will be confined to bed for sometime. Tough luck, Foster, and best wishes for a speedy recovery.

between Colusa and Princeton.

May we again request that anyone knowing the addresses of the following men please let us know. GEORGE CLEMENTS, DOYLE H. COLSTON, CHARLES SHANNON, ALLEN AMER, ELVIS DILL, and JAMES CLARK. We are still holding checks for them from Polous & McEwen.

carry that group by a safe majority.

The Permanente Plant is taking measures to improve conditions for the workers. A dust eliminator is in operation in the Pellet Mill. A blower is to be placed in the pump tunnels. Showers have been placed in the lower deck. Al Gooding, Wes Churchill and Brother Johnson of the burner crew are on the labor management committee. The stewards at this plant are taking on a new interest. We hope that very soon we'll be able to report some progress for our membership in this plant.

Tracy Airport has a \$92,000 extension. Rudy came in with a bunch of equipment and as soon as this extension is under way, we hope to straighten out many things on the job. Paul Moore is super.

Al Hullen (Teichert) is doing a job at the Motor Base. He has kept his crew 100 per cent in line and co-operates with the engineers in grand fashion. . . . Al Biassotti has picked up a few jobs in this area . . . same as Claude Woods. Happy Arbuthnot, formerly Steward at Western Freight Handlers, is now crane dispatcher. Both "Hap" and Brother Brooks Smith at the same plant, are getting into the "plutocrat" class! Both have acquired farms in the country. Happy has a cow and a goat and Brooks is trying to figure out a profitable pig ranch. Last year it was corn!

M.J.B. started up the hot plant. . . . Pollock is going to set up an American revolver on the fitting out dock and Colberg has set up another Wherley.

Reno says Local 53 will join Local 3

(Continued from page 3)

This consists of a landing strip and is under the supervision of the State Highway Department. Brother Herman Kohlmeyer is the superintendent in charge of this job.

Isbell Construction Company was the successful bidder at \$86,000 on the re-servicing a portion of the highway north of the Nevada State Line in California. They are also re-surfacing the United Airline Airport in Reno, Nevada, at the present time.

We are still having trouble with Carl E. Nelson Construction Company at Winnemucca.

The outlook for the future in construction work at this time is not so bright for our district.

We have changed our office location in Reno from 15 West 4th Street to 17 West 4th Street, telephone No. 2-2673.

LABOR NEEDED BADLY IN SANTA CLARA VALLEY

Wm. A. Speers, Business Representative working out of the San Jose Office, reports:

San Jose—The vibrant call that echoes across the width of the Santa Clara Valley from the mountain range on the east to that on the west, is "manpower". Yes, "manpower" and "womanpower". Both are equally important for the job ahead.

Out of an approximate employment list of twenty-five hundred at the Permanente Plant, an average of fifty have been drafted for military service each month. So heavy has been the drain on both skilled and unskilled help that steps have been taken to prevail upon the State Director of Selective Service to review, and consider stays of induction for those about to be drafted.

In the interest of winning the war, production lines must be kept at the highest speed possible. This is consistently same with the production of essential materials such as the light weight metal, magnesium, produced at the Permanente Plant, and shipped to the various points of essential manufacture.

Likewise the flow of cement from this plant to the deep sea vessels moored at Redwood Harbor, is a continuous operation, and is just as important for the construction of airfields, bridges, dams, and fortifications as any material can be.

The labor demands of the Valley are both agricultural and industrial. As in all centers of war activity, housing facilities are limited. There is one decided advantage, however, the Santa Clara Valley has over other parts, and that is that Mother Nature has endowed her with weather that permits of a greater outdoor life. To those not now engaged in essential work, here is the opportunity to work and enjoy the natural resources of California amidst all of its splendor.

It might be of interest to know that we have fifteen women members included with our five hundred and twenty-five Permanente members, and from all reports, each and every one of them is doing a good job. While it is generally recognized that women cannot be expected to have the physical strength of men, it has been found that they do make every effort to keep up the pace.

They have proven themselves worthy of the opportunity to fill such vacancies as are appropriate to their ability. In our limited experience, we find that they are good Union members, and have displayed keen interest in the affairs of Organized Labor.

Here are minutes of meeting of June 5

Here are the minutes of the meeting of Local 3 in San Francisco of June 5, 1943. It was called to order at 8:10 p. m. with President Clancy presiding. Roll call showed Conductor Riley absent.

Reading of the minutes of the meeting of May 1 was dispensed with and minutes were accepted as printed in the Monthly News Letter.

Synopsis of the Executive Board minutes of May 15 were read and the acts and recommendations of the Board were approved as read. Minutes of the Special Meeting of May 15 were read and approved as read. Synopsis of the Executive Board minutes of June 5 were read and the acts and recommendations of the Board were approved as read.

Communications

Telegram received by Brother Victor S. Swanson, signed by General Secretary-Treasurer F. A. Fitzgerald—"This is to officially notify you that you have been elected by the General Executive Board as a member of the Board of Trustees of the International Union of Operating Engineers. Kindly wire me at Drake Hotel, Chicago, if you will accept the office to which you have been elected." Brother Swanson wired his acceptance, and it was regularly moved and seconded that the Secretary wire the Gen-

eral Executive Board thanking them for their selection of Brother Swanson as Trustee. Carried.

From Local Union No. 12 requesting collection of permit dues from Brother B. C. Averill while working in Nevada in the jurisdiction of Local Union No. 12. The Brothers were notified that they must pay permits until the transfers have been accepted.

From California State Federation of Labor requesting withdrawal of support of United Seamen Service. Regularly moved and seconded that the request be complied with. Carried.

From the Office of the General President a copy of a circular letter sent out by the American Federation of Labor to all Labor Unions in relation to Labor Legislation, to be printed in the Monthly News Letter.

From Guide Dogs for the Blind, Inc., letter of thanks for contribution by Local Union No. 3. Received and filed.

From Brother H. T. Petersen addressed to Brother Swanson, the following letter: "As I informed you in our telephone conversation of yesterday, I have been called to the Service by the U. S. Army and assigned to the Engineer Corps for duty at Fort Belvoir, Va. My orders state I am to leave here June

16th, 1943, therefore, it will be necessary for me to request of yourself, Officers and Members of Local No. 3, for a leave of absence as of June 16th for the period of time that I am in the service.

"I greatly appreciate having been able to act as a Business Representative of Local No. 3 under your management and to have had some small part in building our Local Union into the best and the largest in our International.

"The Organization that you have with you now will continue to build and maintain conditions, not only for yourselves but for those of us who are in the Service. You can be assured although I will be in uniform I will continue to do all I can to further the best interests of the International Union of Operating Engineers and Local No. 3.

"Hoping to be with all of you again, in the not too distant future, I am Fraternal and sincerely, H. T. Petersen, Bus. Representative."

Regularly moved and seconded that Brother Petersen's request be complied with and that it become a part of the record. Carried.

New Business

There was considerable discussion on the new dues books. There was a ques-

tion as to whether cards should be issued again or the books issued to the members. It was regularly moved and seconded that cards be printed and the dues books be kept in the office as customary heretofore. Carried.

Business Agents' Reports

Business Agents Petersen, Foss, Doran, Murphy, Waack, Clem, Speers, Vandewark, Hester, Braddock, Metz, Bryson, Clancy and Swanson made their reports which were accepted.

Brother Murphy reported that Leo Dohoney was getting along pretty well from the injury to his foot. Brother Hester reported Lloyd Dunn and Clarence Toyer sick in the hospital.

Drawing of the door prize was won by ticket number 98493 held by William S. Collett, 3111A Shattuck Avenue, Berkeley.

Regularly moved and seconded that Local Union No. 3 admit members of Local Union No. 53 into Local Union No. 3-D. Carried.

There being no further business, the meeting was adjourned.

Respectfully submitted,

C. F. Mathews, Secretary.

Government jobs continue around Sausalito

H. O. Foss, Business Representative working out of San Rafael, reports:

San Rafael—Still quite a number of members employed by various contractors doing work for the Government in the vicinity of Sausalito. Leibert & Colletti are winding up housing contracts in this area. A. G. Raisch with Brother Bill Russell "pushing" keeps about a dozen members on the payroll doing work in the North Bay and Vallejo.

Brown-Ely with quarry connections at Greenbrae, keep a fluctuating crew. Some of you old Local 45 boys will find Oscar Lewis, Harry Waggoner and Brother Hensley busy at this place on some old 35-B steamers worrying out a few rocks. After they pass through various stages of this industry, under guidance of No. 3 members, some of it goes up the river by barge operated by Brother Ralph Foy.

Hyman Brothers are winding up the Trailer Court job at Alto. Reese & Reese are also finishing up stages of housing project at the same place. Johnson & Nelson of San Rafael keep on moving. Brother Nelson is operating a shovel. Phillips & Cox do "at" work. Frederickson & Watson at Hamilton Field are pouring mud on runways now.

I see Jimmy Humphreys is not big enough to carry a gun for Uncle Sam so he went back to F. & W. for Brother Tom Plum's amusement. Brother Lee Gates left this outfit to chase mosquitos and gnats on Alaska Highways. About

all the boys Old Man Huntington raised are out here for Fredrickson & Watson running whatever they find in their hand when the whistle blows at 7 a. m.

There are several "skinners" on the job and oilers by the dozen. The job is on the "finish side". A job has recently been let to fix up the Petaluma Creek Bridge at Black Point. There is no activity as yet. The same goes for the highway by the same name. Truett-Shields and Fisher must have found another plank somewhere as they are moving again on Napa River bridge job.

E. E. Lowell of Vallejo keeps the same crew busy fixing up the "bum" streets in Vallejo and new work in that district. Several small outfits in this town give employment to the brothers living there. Construction work on the Island itself is about a thing of the past. Some piling being "pushed in the mud" around here.

Macco is doing some work at the Benicia Arsenal. Tony Syar lost his pencil it seems or the eraser would not work, as his crew is "coasting" now. Tony is building a good yard though, where our members are overhauling equipment so he can move dirt on the next job he gets.

Heafy-Moore going-to-town on job. They were successful bidders on the Florsden to Sacramento Highway. Jim Guerin picks "top hands" so it looks. Biasotti is back to complete widening job on American Canyon with a small crew.

Basalt Quarries do not seem to have hit their usual stride for this time of year, but make up for it the way they are dumping boats in the creek for "Uncle". Housing projects in the Napa Area are nearing completion.

There is nothing to report on the Napa Airport or Lakeport. Fred J. Mauer may get to do his bridge job out Albion way yet. Eddie Forde is completing the re-surface job—Hopland-Ukiah way. Eddie seems to keep his crew busy in various parts of this district.

A few members are straightening out the highway vicinity of Albion with a small crew and should be winding up soon. Mendocino City is commencing to sound hot. I may have news for you in the near future.

Johnson-Drake & Piper have a big crew near Santa Rosa and talk of extensions. Macco is winding up again on their extension here. The Old Man's home near Bolinas may last into late summer. Suppose these brothers will retire when it shuts down. There are practically no idle men in the district and no prospects for increase of employment.

Particular attention to members: There are clearance books in offices of San Rafael, Vallejo, Napa and Santa Rosa. Some good members have lost good jobs in this district lately for *soliciting* and not being *cleared*. You made the laws, please help me run it right.

Earl Philpott has been very sick but is now on the road to recovery.

