Green rules on Engineers on ships' trials

American Federation of Labor

April 23, 1943.

Mr. William E. Maloney, President, International Union of Operating Engineers.

Dear Sir and Brother:

I herewith reply to your letter dated April 20th.

The American Federation of Labor recognizes the jurisdiction of the International Union of Operating Engineers over the operation of ships on trial trips until said ships are turned over to the owners, let it be the government or private owners.

The International Union of Operating Engineers is one of the organizations engaged in the construction and operation of ships until said ships are completed and turned over to the owners. Ships are not completed until they have met all trial tests in a satisfactory way and are turned over to their rightful owners.

It is for this reason the American Federation of Labor recognizes the jurisdiction of the International Union of Operating Engineers over ships requiring the services of Operating Engineers while being constructed and while being submitted to trial tests before being turned over to the owners of said ships.

Fraternally yours,

William W. Green,
President
American Federation of Labor.

** Meany urges sharp cut in retail food prices

Washington, D.C.—Warning that the prices of food have “reached a point so high that the future of our war effort is most seriously threatened,” AFL Secretary-Treasurer George Meany called upon President Roosevelt to order the Office of Price Administration to roll back retail food prices “within a definite, specific period of time” to the levels of May 15, 1942.

In a nationwide radio broadcast, Mr. Meany branded price control in regard to food “a miserable failure.”

Vice-president Carter acknowledges cooperation

May 1, 1943.

Mr. Victor S. Swanson,
Bus. Mgr., Local No. 3
Room 809, 1005 Market Street
San Francisco, California

Dear Sir and Brother:

I am thanking you and the members of Local No. 3 for your attendance at the meeting of all metal and building trades crafts having members working in Pacific Coast Shipyards, which was held in Portland, Oregon, April 21, 1943.

The purpose of that meeting was to call to the attention of our people what is being done by the National Labor Relations Board at the Kaiser Shipyards in Portland at the present time. If the Board’s efforts are permitted to become successful, the same plan will be carried to yards in the California area.

Therefore, we consider it vital that this matter be taken up by our Congressmen in Washington, D.C., so that they may not be confused on the issues involved, which mean so much to the American people at this time.

I am very glad to praise the forethought of Local Union No. 3 in getting out that timely news letter through which you will be able to keep your members posted at all times as to what is being done both for and against them.

Again thanking you for your loyal cooperation, I am,

Fraternally yours,

O. W. CARTER
Fifth Vice-President

Metal Trades in Utah launch huge organizing campaign


Salt Lake City—The Metal Trades Council has been working out a uniform program for organizational purposes in the production industry in the state. Previously, individual unions have been successful in securing contracts in some small shops but the work involved was hard, since there was no collaborated program.

Upon the re-establishment of the charter from the Metal Trades Department, in which Business Manager Victor Swanson, was very instrumental, and the formulating of a good program for united effort, by establishing an organizing fund through contributions from all locals engaged in the production field, the Council started moving.

Your Salt Lake City Representative, C. L. "Spike" Casebolt, is Secretary of the Council and one of the Old Timers in Labor in Utah, Charles Holts, International Representative, of the Ironworkers is President.

(Cont. on Page 6, Col. 4)

Candidates for officers named in union meet

The regular meeting of May 1st, included the nomination of Officers of Local Union No. 3 for the ensuing two years.

One of the outstanding features of the meeting was the presence of one of our hero Brothers, directly back from the battle of the Aleutian Islands. This was Brother Raichelder, and he gave us a most interesting talk. I am sure we all greatly appreciate what our brothers in the service are doing for us here at home.

Coming back to the nomination of officers, it developed that there is opposition for only one executive officer. Brother Paulsen, who had qualified as a candidate for Vice-President very generously declared the nomination. Also, and as generously, Brother Nevers, who had qualified as a candidate for the office of Treasurer, declined the nomination in favor of the incumbent, Brother Porter Vandervark.

The Executive Board of which there are five to be elected, six qualified and were nominated.

An Election Board of five was elected in accordance with our Constitution.

The following Brothers were elected: Jack Foster, Robert Smith, Otto Nevers, Joe Walther. The fifth position resulted in a tie between Brother Dee Steiwar and Lee Patters. By flipping a coin, Brother Patters was declared the fifth member of the Election Board.

In accordance with our Constitution, even though there is no opposition, a ballot must be sent out to each and every member in good standing.

In conclusion, may I say that I am proud of the fact that there is only minor opposition against any of the incumbent officers. One would naturally expect that in an organization of this size, every office would be bitterly contested. Therefore, I can only arrive at one conclusion: that our membership is satisfied and that the Officers of Local Union No. 3 are doing a good job. I am sure that each Officer appreciates the confidence placed in him.

As for myself, I consider it a rare privilege and an honor to be allowed to be the lone candidate for the office of (Cont. on Page 6, Col. 1)
Building work slacking off

Construction work in this area is slacking off considerably. The two major jobs are Camp Parks, which is being done by the McNeil Construction Co., and the Concord Airplane, which is being constructed by Harms & Larson and Piazza & Huntley Companies. We are glad to report at this time that the complaints from the Camp Parks job are not so numerous as in the past. Brother W. B. "Bill" Covington is Assistant Superintendent on the job.

Brother Leo Spiva is foreman of excavating and general grading. Leo says he is going into the chicken business, so he might not be a bad fellow to look up if you feel like having a chicken dinner.

Brother A. F. "Art" Swanson is in charge of sub-grading and finishing. Art says he sure will be glad when the rains are over for the Gumbo on this job gets plenty sticky. Brother Geo. Brooks is foreman in charge of the barrow pit, shovels and draglines.

Brother R. T. "Ted" Moore is foreman of pipe line excavating and back filling, also foreman of the iron Workers and riggers, but Ted says he gives them a good break. There is approximately a hundred thousand feet of trench and back fill connected with Ted's portion of the job.

Brother L. C. "Whitie" Norman was cleared to the job as foreman in the last two days. Brother Bob E. Snodgrass is foreman of the cat shop. Brother William C. Riley is foreman on the night shift of the cat shop.

Dale Ensinger is foreman of the welding shop. Brother Mark Jenkins is foreman of the shovel crew. There is approximately fifty of our Brothers working in the shop at this time. Brother Jim Addington and Freddie Valadon are acting as stewards on the job. There is approximately 150 members on this job at this time. They anticipate starting seven, ten-hour shifts on the 3rd of May.

The Concord Airplane is on single shift operation at this time. There is approximately fifty member working there.

May we suggest that you record the number of all your ration cards—gas and food—and put in a safe place. This will help you immensely if your books are lost or stolen.

A couple of the old time members have left for service. Brothers Buck Hope and Lynn Moor.

Radich and Brown have approximately seven members working on their job at the Naval Supply Base.

Brother Glenn Parish has left for a job in Costa Rica.

Kaiser's Upton Plant is being expanded. Brother Dick Little is in charge of the plant. Eight members are employed there.

Some things you ought to know

Excerpts from the "Working Rules."

No Engineer shall leave his job without giving his employer forty-eight (48) hours' notice, unless he places a Union Engineer of Local Union No. 3 on his job or has notified the Business Representative, on penalty of a fine of Ten ($10.00) Dollars.

No member of this union shall break in a Non-Union Engineer, Fireman or Oiler without written instructions from this Union on the penalty of a Fifty Dollar ($50.00) fine.

Any member before taking another member's place on a job shall consult the Business Representative of this District.

No member shall be permitted to operate more than two (2) pieces of equipment in any one day, and only one change will be permitted per day.

No member shall work on a job with a Non-Union Engineer, Fireman or Oiler without reporting to his Local.

Any member while acting as Foreman or Superintendent shall not be permitted to operate any equipment.

All members shall wear the Quarterly Button in plain sight. Any member giving away or lending their Quarterly Button shall be fined.

There shall be a Union Apprentice or Fireman on all Traction Type Hoisting and Excavating Equipment, on all Asphalt Plants, Concrete (Mixing) Plants, and all Crushing Plants and Truck Cranes.

It shall be mandatory upon all members of Local Union No. 3 to keep a complete record of all time worked, both straight and overtime; also compensation received. Failure of any member to comply with this subjects him to a fine or suspension by Local Union No. 3.

Any Engineer who goes to work on a job that requires an Apprentice, Fireman or Oiler on the equipment he is to operate and work without one, will be fined, Firemen's or Apprentices' wages for each hour he works without one.

Any member or members of the Operating Engineers, Local Union No. 3 who attempt making any private or separate agreement without the consent of the Local Union will be fined and removed from the job.

Healy & Moore in Alameda have five members working and should be about finished. This is another one of those jobs where the work would be easier if you could make those "cats" swim.

C. C. Frank, E. A. Reese, W. L. Ferguson, Walter Block and Ed Franske are working on this job.

Ray Tafel, a member 3 mechanic, had the misfortune to break his foot on April 21. He was employed on the Gervick, Healey and Tibbets job in Alameda. They were wrecking an old dock and a timber rolled on his foot.
Murphy says things quiet down his way

M. C. Murphy, Business Representative, working out of the San Jose Office, reports:

San Jose—We are still looking for some good jobs in the San Jose Field and reports to the jobs which I mentioned in my last report to the "New Letter." Understand the government has appropriated the money for the new road out of McQuade which will tie into the new Santa Cruz-Watsonville highway, giving a fast exit from the camp in case of emergency.

Johnson Drake and Pyper have just about completed their job on the Hollister Air Port as far as we are concerned. This will be just another link in the chain for the destruction of the menace which has hung over the heads of we Californians ever since I was a kid—and that's a long time.

Santa Cruz is very quiet with the exception of the Quarry job at Davenport and a small amount of street work in the city proper. Watsonville will have some activity in the near future as Predickerson is preparing immediate resumption of operations on the air port which will help to alleviate the congestion of unemployment in that locality.

I understand Pomroy has a small job in Watsonville but there is not much for the engineers. Any brother going to work in that locality may procure his clearance from Mr. Irene at the Teamster's office—9 E. Lake Street, Watsonville. I must say we are very fortunate in having the cooperation of the Teamsters and other crafts in that part of the district.

Monterey: Casson & Ball are rapidly nearing the goal post on the airport job. De Anoal has a small extension job at Camp Ord, also Granite Construction. You may see them at any time or any place with their truck cranes. The Twin Bridge Job at Castroville is nearly completed and less hope it stays put this time. Maybe the third time will be the charm.

Salinas is quiet since nearly all the work on the air base is completed. King City is on the same pat and the same goes for Mitchell, Lugjet, Jelson and Roberts. There is a small housing program going on at San Miguel which is in 12's territory. Permanent at Nativi­dale and Main Lantz Landing are still operating their two and three shifts and going along nicely.

San Jose itself is very quiet with the exception of some small jobs. Haven't heard a word recently in regards to the often rumored air base and highway jobs. Maybe one of these days I'll have some good news on these projects and when I do, I hope to have some of the "Old Gang" who worked on Permanent, Camp Ord, Chiloego, Roberts, Maino and other projects too numerous to mention, back again.

Pomroy and Heple are still working on the farms and there is talk that they may get two more. The job is going along very smoothly since Pomroy arrived on the scene. Pittsburg De Meoares are still working on

(Continued on page 4)

SAN RAFAEL
REPORTING ON JOB PROSPECTS

H. O. Fair, Business Representative working out of the San Rafael Office, reports:

San Rafael—Atchinson & Sinfred are doing some "government" work at Fort Barry. They have a few members employed at the present time, but may need some more help... N. M. Ball has the contract for the Underpass at the foot of the Waldo Grade... Cliff Rounds has his 3/4 yard Northwest on the job along with a couple of cabs so it should wind up in about 60 days... Frederickson & Watson's job is going good and is about half finished; however we hope for some extensions... Several things, including shortage of material is holding up the Tryll-Shifted & Fisher bridge job at Napa... Expect some highway work to be let between Vallejo and Napa. If Napa Airport received is reliable, the Napa Airport Job should get under way by May 15th... Brother B. H. "Scarlettly" Addington, the boy who never had a shirt on, is going to be a Sergeant in the U.S.E.D. Brother Addington has been running shovels for Sysar the past six months and raising "geese" on a farm in Cordelia, between shifts... The "Lakeport" job we have heard so much about is in Clear Lake—IADAH and started April 1st—hope to have something to report on Lake County, in the future.

Everything about as usual, Eureka district reports

F. T. Shipman, Business Representative of the Eureka Building Trades Council, reports on the Eureka district:

Eureka—Everything is about as usual in this district. No new jobs started except the Naval Base access road and this is mostly a track job. Two cars, a Maintainer, and one large and one small roller, is the total force of operators on the job. George Hardwick, one of the old timers is on the Maintainer.

The Crescent City Airport is still working a small crew but have nothing definite on the extension as yet.

Mercer, Fraser Co. have increased their crew considerably as they are doing some extensive Coffen Dam work at the Dry Docks. They have two and three Drag-Lines at work all the time, also several pile driving crews.

The Chicago Bridge and Iron Co. are steadily adding to their force as well as to their equipment. They just added another large Crane, a Lima, and Bros. Robert Barnard came in with it.

Think Poramore Bros., "Bill" Geets is getting ready to ask for an assistant (at the fairer sex) as I seen him showing off his office today.

Treasurer Vandewark reports
Local 3's War Chest Funds, Explains WMC job freeze order

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

San Francisco—The War Chest donations have been completed and the money turned over to the agencies in the various localities, which are as follows:

San Francisco $6,678.09
Oakland 3,070.86
Sacramento 1,608.48
Stockton 375.60
Fremont 227.80
Redding 392.80
Vallejo 641.80
San Jose 532.80
Salt Lake 389.85
Ogdens 252.00
Reno 340.70
Eureka 170.10

A total of $14,668.48 was donated, and I wish to thank each and every member for their splendid cooperation in this work.

Considerable confusion has resulted in this area from the so-called "McNutt order" of freezing jobs, but as usual the newspapers did not convey the true facts, and as a result confusion existed.

In the first place the McNutt order does not apply to the eleven bay area counties, due to the fact that a voluntary stabilization plan was already in effect in the Shipyards, and therefore exempted this area.

But, a stabilization plan is being placed in effect in this area upon voluntary industry wide basis, which means that within the construction jobs a plan will be worked out where our members engaged in such work, and because of the nature of such work, will be given occupational cards and therefore when finishing a job upon which they are presently employed, and given a proper clearance, may be employed upon another job within our jurisdiction, at either a lower or higher wage scale than was received upon previous jobs.

As far as shipyards are concerned the same plan is in effect as has been since October 1942, with the exception that a War Manpower Commission form of clearance must be used instead of the former individual shipyard clearance.

Work in the San Francisco area has slackened down a great deal with only two construction jobs of any importance left in operation. Namely, Hunter's Point and Marine Base. Of course there are a few smaller jobs scattered about town employing a few Engineers.

The shipyards, Bethlehem, Western Pipe and Steel, Muisen, General Engineering and Manship, are still ordering crane operators and oilers. If you brothers know of men wishing to go to work as oilers in the shipyards send them to this office and they will be taken care of in one of the various yards mentioned above.

At present time all hiring for Alaska jobs has been temporarily stopped due to a government order, but it looks as though some order will be forthcoming so that they will again start hiring men for Alaska.
FACING the FACTS
With PHILIP PEARL

The Government of the United States is using its strong right arm to prevent inflation while its left hand is busily engaged in creating inflation. This is the bitter and paradoxical truth which faces the workers of our country today.

It's time to quit pulling our punches and expose the facts. Not out of a desire to be critical, but in an effort to be practical we must speak out.

The harsh truth is that the Office of Price Administration has failed dismally in its duty to control prices and has never made the slightest effort to roll back prices in accordance with the instructions given by President Roosevelt in his executive order.

The blame for this failure rests in the first place on Prentis M. Brown, OPA Administrator. Mr. Brown, however, may not be entirely at fault. Let's look at the record.

Mr. Brown, a former Senator from Michigan, was appointed to head the OPA after Leon Henderson had resigned under pressure. We did not consider Mr. Henderson an effective price administrator but the record shows he was active enough in his job to incur the displeasure of powerful business interests who resented any Government interference with their determination to charge what they saw were fair prices.

Much of the criticism of Henderson emanated from a group in Congress who represented private business interests. This Congressional bloc made it abundantly clear that Henderson's efforts to control prices were contrary to their own profit motives.

As his successor, the President chose a lame duck Senator who had loudly supported Administration policies. Thus the appointment was considered political. But the real political nature of the appointment was the fact that it was intended to appease the Congressional critics of Henderson's price control policies.

Naturally, when Brown took office he felt he had a mandate to butt up to the high-pressure opponents of price control. He made the rafters ring with denunciations of inflation and assailed wage increases with all the vigor of a Texas Congressman to the delight of the business interests who shared his views.

In other words, Brown sought to become popular with the profiteers. In that way he thought he could take the heat off the OPA.

To carry out his objective, Brown appointed assistants who represented private business interests and ignored the protests of the labor members of his advisory council.

The result has been a continuous procession of price increases accompanied by an equally serious deterioration in the quality of the products sold.

Thus the OPA has betrayed the interests of the American people and has injured the nation's war effort.

The workers of America find themselves caught in a fatal squeeze. The Government has placed rigid ceilings on wage increases, yet at the same time it has lifted rigid ceilings on price increases to the delight of the business interests who controlled the OPA.

At the same time the Government has by devious and hypocritical methods lifted the lid on prices, especially food prices. Many basic articles of food are now away out of reach of the American worker's pocketbook.

This situation calls for action. It calls for a complete overhaul of OPA policies. It calls for a step directive from President Roosevelt to arrest the runaway cost of living and to roll back prices to where they belong.

It is doubtful where Brown is the man to do this job. It is doubtful whether he can accomplish a complete about-face and save face. The people of this country have lost confidence in the OPA during his administration.

Labor's position is clear. It is determined to prevent inflation by any and every possible means, even if it hurts. Labor is willing and has been willing to accept strict wage stabilization. It is insistent that wage stabilization be accompanied by strict price stabilization. Otherwise, the workers of this country will consider themselves doubly-crossed.

Guardian of Shipbuilders

To Harold Meuser

It's that time which is bound to be paysed
And birds begin to sing,
And young man's fancy turns to love,
As we feel the breath of spring;
And birds begin to sing,
So well, anyway, the time has come.

We old guys have no romance,
Except as we feel the breath of spring;
And birds begin to sing.

POEM BY PAT

By Pat Furnish,
Buycrus Operator, Eureka

Now that winter time has gone
And birds begin to sing,
And young man's fancy turns to love,
As we feel the breath of spring;

Old birds have to change their tune but to
Spend our evenings home,
And read a headline or perhaps,
To write a little poem.

Well, anyway, the time has come,
It surely would be worse;
We old guys have no romance,
Except as we feel the breath of spring;
And birds begin to sing.

And read a headline or perhaps,
To write a little poem.

Murphy's report

(Continued from page 3)

the wind is calm and good hopes of getting another. Raymond Concrete Pile are driving the piles for the barges. Vernon Bellhorn and Harry Root, a couple of old timers, are the operators.

Received a card from three of our boys in Edmonton, Alberta. They are headed for the Frigid North on the highway jobs. Dave Haney, R. B. Murray, J. M. Longwol, C. G. Stubbe, Allison, Cleary and Thompson all went back up North.

Received a letter from Stanley "Steam Boat" Gustonnen. He is in the Sea Bees at Dutch Harbor. Fran Bell was in the office the other day. He looks swell in the new "Sea Bee" uniforms, Says he will soon be a C.P.O. Understand Harley Davidson is back in this country again but haven't seen him as yet.
Sacramento office reports on wide variety of jobs in area

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

Sacramento-Marysville—Since our last report, the A. Teichert and Son job at Antelope got going and with the cooperation of our Manager, B. S. Swanson, Business Representative L. M. Collett, who was working here at the time, and Steward H. S. "Dilly" Clark, this job was straightened out.

This was done by removing several members of other locals who were working without clearances and a machinist, working as master mechanic, who was replaced by Brother George Augusta. There are 69 members on the job as of May 12th and there is about two more weeks of work left.

The Aurora Hospital job at Auburn is getting under way. A. Teichert & Son are on the job with 6 cats and 1 dragnet, working two shifts. J. L. Kroley and E. A. Van Valkenburg are doing the excavating and septic tank work. Stewards H. S. "Dilly" Clark and B. A. "Hard Rock" Johnson on the Teichert job and J. V. Upshaw for J. L. Kroley are doing a good job.

The contract was let April 28th with McDonald & Kahn being the successful bidders at $1,000,000 for the first pitch. At the present time we do not know just how much work there will be for the Engineers under this contract.

At McClellan Field, Moore & Roberts are getting started with J. R. Reeves doing the excavating. The A-D-H Company from Salinas will do the trenching and utilities. About 40 members are on the job at present. Brothers T. J. and Claude Young are shifting with Del De Rosier and C. R. Melton as foremen.

The Glenn County project has just been let with 5 cats and 1 dragnet. There are 60 members on the job. Del De Rosier is working with 2 cranes and the same equipment as McClellan Field, with Workmen's Compensation for the unfinished work there and with all of Andy Witt's men down there.

The Gravel Pitts are all about the same with the exception of Brighton Road and Sand Corner where we are having the usual troubles from time to time. The Del Paso Rock & Sand Company has been taken over by the Perkins Gravel with various adjustments.

Lord & Bishop continue to unload charters in North Sacramento for our Manager, V. S. Swanson, and through the main office of the P. G. & E. All non-union operators and oilers, along with all of Andy Witt's equipment, were removed from the job and work is being finished by our members.

In closing I would like to say to the membership in the Marysville, Chico, and Oroville District that since we have been assigned this territory the lack of work and my recent illness has resulted in my not being able to spend much time there. I am requesting that any member who wishes information or assistance notify the Marysville Office.

We are still holding checks from Polous & McEwen in this office for the following men: George Clements, Doyle H. Colston, Charles Shoff, Allan Amor, Elvis Dill, and James Clark. We have been making every effort to contact these men and would appreciate information concerning their whereabouts.

Members cleared through this office during the month of April totaled 205. All members must get a clearance from the office when they come into this territory to work.

Casson & Ball have several cats out at Rio Vista to replace the Humphreys' Dredging Company equipment. This was good news to our members and representatives.

Casson & Ball have also moved into the Pollock Ranch area with six cranes. This job will furnish six or seven shifts for our members.

J. D. Schader at Antelope is doing the railroad work and using 2 crane crews and 1 compressor.

The Brown Corner job at Woodland, an A. Teichert & Son job for the Weaver Tractor Company, furnished work for several members.

Teichert and Son also have a small job if new road at Highway 49 in to Camp Kohler.

The McMillen Construction Company is completing the stripping at the 14th Avenue Pitt and Brother Harry Leighton has been added to their staff.

At the Fairfield-Suisun Airport Frederick and Watson continue with several work more work and anticipate more in the near future. Casson & Ball have finished and are removing their plants. A. Teichert & Son have completed the concrete work but some leveling and finishing still remains. McDonald & Kahn have just about finished with the runways, and the pipe lines and sewers are done.

At Lincoln J. R. Reeves have 1 dragnet and 1 cat and there is one dragnet at Nicholas bailing clay for the Lincoln Plant.

Proposed Work: Extensions at the Winter's Airport, the contract for which is to be let May 5th. Additional runways at the Municipal Airport, with that contract may extend up May 5th also. There will be some additional levee work on the Peters Track out of Dixon. And an additional runway at the Chico Airport is to be let soon.

At Camp Beale several members are still working for the Post Engineers. Hemstreet & Bell are doing a small amount of work.

In closing I would like to say to the membership in the Marysville, Chico, and Oroville District that since we have been assigned this territory the lack of work and my recent illness has resulted in my being unable to spend much time there. I am requesting that any member who wishes information or assistance notify the Marysville Office.

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SAN MATEO SAYS WORK HAS BEEN ON UP-GRADE

Pat Clancy, President & Business Representative writing out of the San Francisco Office, reports:
San Mateo—Work in San Mateo County has been picking up considerably. The California Paving Company has had several small jobs. The Housing Project is getting under way, Rhodes and Jamison pouring concrete. There is quite a number of our members employed there at this time.

The Belair Shipyard has a large number of our members employed. We are still having a little difficulty over the difference between production wages and construction wages. Hope to get this matter adjusted in the very near future.

L. C. Smith has been doing a little stuff work and various other small jobs in San Mateo County.

Efforts have been made to get a repairable work over on the Coast, the nature of which I am not at liberty to divulge at this time. Harris Brothers job is about ready to receive the paint.

If the weather stays good there should be considerable work in the County. The county employees which are members of our organization look for a little hotter season than was originally planned.

The McCall Airport job is completed, the Hayward Building Material Company having moved their hot plant out. That is about all I have to report at this time regarding work in the County.

In the last edition of the Monthly News Letter, I wrote in my report regarding the Seabees. I want to state at this time that there was a large number of our members read that article, contacts were made in advance to get written articles, and most of them received very good ratings.

I don’t believe I have heard of any receiving less than a Second Class Petty Officer. As you know that rating is equal to a Corporal or better in the Army, we are very lucky at consideration above the Army wages and also that they do the work which they do in civilian life which, at this time, is badly needed by the armed forces of the United States Government.

Swanson’s report

(Cont. from Page 1, Col. 4)

Local Union Manager, of such a great organization as ours. May I thank each and every Brother for the privilege of again serving you! May our Local not only remain within our International Union but, the best, that when the 900 members now in the service return home, they will be proud of Local 43.

Before closing I can not refrain from thanking each and every member of Local Union No. 43 and members of all the branch Locals, for the consideration and loyal support you have given the Officers, Business Agents, and Secretaries, employed in the various offices throughout our jurisdiction. If all of us work together we must succeed!

BROTHERS, CAST YOU VOTE!
Victor S. Swanson.

New industries getting foothold in area surrounding San Jose

Wm. A. Speirs, Business Representative writing out of the San Jose Office reports on the Permanent Magnesium Plant.

San Jose — The operations of the Permanent Magnesium and Cement Plants, located in the hills surrounding the beautiful western slope of Santa Clara Valley have contributed materially to the increased population of San Jose and the neighboring communities within a wide radius.

What has heretofore been an almost entirely agricultural area, is now assuming the aspect of industrial activity. Out standing among these, including the Permanent Plants, are the Hendy Iron Works at Sunnyvale, engaged in the manufacture of marine engines, turbines, and auxiliary machinery for marine service; the Woolridge Manufacturing Company at Sunnyvale; the Pacific Manufacturing Company at San Jose; and the Anderson Bargraveer, Division of Food Machinery Corp. These alone employ approximately eight thousand men and women, most of whom are new residents in these parts.

We are still confronted with a shortage of manpower in some of our industries, including the Permanent Plant, where all classifications of employment are covered under agreements with the AFL.

Construction work in Stockton at lowest ebb, representative reports

Wm. C. Weak, Business Representative writing out of the Stockton Office reports:
Stockton—Lathrop Warehouses continue to be the center of attraction in San Joaquin County, Western Freight Handlers and Inc., have conceded that all crane operators, crane oilers and operators in their warehouse operations are at the present and until the National Labor Relations Board hold their election, to be under the supervision of the Engineers department.

The C. I. O. are still cleverly trying to pirate the operator's job. We intend to keep this group of 50 men intact inasmuch as several other large Government buses will probably go private contract. These operations show about 4,000 railroad cars per month, many of which are handled by our men.

Shipyards are growing, and the Clyde Woods yard is a 14 acre tract that will build sea going tugs. Pollock is doing fine, straight as a string, thanks to Wilson and Wronski.

Financial secretaries’ message

Brother T. M. Byrom, Financial Secretary reports:

The Election Ballots are to be sent out soon and I must remind all members that in order to cast a vote, they must be in good standing!

I would like to apologize to those Brothers who, although they were paid up to the first of month, received notices of arrest in error at those members only owed the Sick Benefit and Death Benefit, and instead received the warrant notices. A separate notice will be sent to the members owing these benefits, in the near future.

BROTHERS CHECK WITH THIS OFFICE—are your benefits paid?

May 12, 1943

METAL TRADERS IN UTAH START MEMBER DRIVE

(Cont. from Page 1, Col. 2)

Naturally a great deal of work and responsibility is thrown upon the shoulders of the officers by the Organizational Steering Committee, which consists of officers from each craft participating in the program.

A drive is now being started to attempt to organize the Mills of the Utah Copper Company at Magna and Arthur, where a defunct "company union" has had the bargaining rights.

Meet of the "Old Timers" know that this will be a scrap, for this company has always been able to keep the employees bullied as far as unionization is concerned, since it was formed.

The drive is also made to organize several smaller firms, the Logan Iron Works, Provo Foundry Company, Lang Welding Company, and the Kalumite Company. The Council does not expect 100% success, but it would be a step in the progress of Utah's industrial system in the past.

But it feels that a great field will be open in the organizing of the Fronto Steel Company at Provo, where a large number of engineers during the war will be on the job in the next couple of months, and in the unionization of the Columbia Steel Company at Geneva where 5,000 production and maintenance employees will be on the payroll, when full production is reached.

No large construction projects are in the planning and many of the men now engaged in construction will change to production during this year and all of the unions here, as expressed by their representatives, are fully cognizant of the situation and are bending their shoulders to the wheel with the idea, "One for all and all for one."

With this principle paramount, we cannot lose.

Stockton building proving success

Grover C. Braddock, who is at the present time Managing the A. F. of L. Headquarters in Stockton reports:

Stockton—Our new building (the A. F. of L. Headquarters) is making a success. The various Local Unions who tenant the building are also making good use of the meeting halls; and express their gratitude to the Engineers for making it possible for them to have a "real" place to meet and do business in.

The building is situated on 100 Sixth Street with a maple floor and they tell me it is the best dance floor in Stockton. Several of the Unions have held dances and smokers there, and have had a general good time.

If any of the Brothers should travel this way, be sure to stop by and see your building. We are located at 805 East Weber Avenue in Stockton.
Salt Lake City—At present we have the M. W. Kellogg Company, Gibbons & Ross; and the Leonard Construction Company, Mallini & Wheeler, Babcock & Wilcox, McGraw Company, Morrison & Knudsen and Utah Construction Company working our large jobs around Salt Lake City. These firms all operate 100% union and are employing many of our Brother members.

We have quite a number of members out of work due to construction work dropping off and production not under way in some of these new plants.

We have at present many of our Brothers in this new production field.

During the month of April, 19 construction firms signed union agreements with the Building Trades Councils in Utah. This shows a tremendous effort on the part of the Salt Lake City and Ogden Building Trades Councils.

Bingham—This union started primarily as an industrial local. With many thanks to the loyalty of the shovel drivers the local has been taking over all of the work coming under the jurisdiction of the Operating Engineers.

At a recent hearing before the National Labor Relations Board, the fact was proven that members of Engineers Local No. 353 showed a large majority of those working in the craft. It was also proven at the hearing held in Salt Lake City that Engineers Local No. 353 is an appropriate bargaining unit. They are now awaiting a final decision of the Board and the direction of the election. These should be coming in the very near future.

This fact, after the uphill road and many delays shows the fighting spirit and the determination of the members of Local No. 353. They are to be highly recommended for their splendid efforts and deserve the support and full cooperation of the entire labor movement.

In the meantime members of Local No. 353 will carry on an extensive and enthusiastic campaign with the full cooperation of Pres. L. G. Orner and Secretary Everett Hibbard.

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Old timer passes

Many of the old time members will regret to hear of the passing of Brother Jimmy Raven. He was thought a great deal of by those who knew him and will be missed by many.

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Don’t quit early

The Oakland office reports that the ships are still unloading a lot of big shots here, but they are not leaving work before the whistle blows. Some of the fellows are everything it and they will have nobody to blame but themselves when they are discharged.
Here are minutes of meeting of May 1

The regular meeting of Local Union No. 3 on May 1 was called to order at 8:15 p. m., at the Building Trades Council Temple, San Francisco, President Clancy presiding. Roll call showed Vice-President Peterson, Conductor Riley and Guard O'Brien absent.

Reading of the Minutes

The reading of the minutes of the meeting of April 3, 1943 was dispensed with and the minutes were accepted as printed in the Monthly News Letter.

A synopsis of the Executive Board Meeting of April 17, 1943 were read and the acts and recommendations of the Board were by motion approved and read.

A synopsis of the Executive Board Meeting of May 1, 1943 were read and the acts and recommendations of the Board were by motion approved as read, with the exception of that part concerning the resolution of the Pacific Coast Metal Trades Convention which was laid over to New Business.

By request from the floor the reports from the Delegates to the Pacific Coast Metal Trades Convention at Portland, Oregon were called for. At the request of the Delegates the resolution was read. Brother Swanson and Brother Metz gave a short report on the proceedings of the convention and the necessity of that resolution. It was regularly moved and seconded that Local Union No. 3 adopt the resolution as read. Carried.

Nomination of Officers

Nominations were declared open for candidates for the coming election and nominations were made in the following order: For President, Patrick W. Clancy; For Vice-President, H. O. Foss and B. R. Paulson; Paulson declined the nomination. For Recording Secretary, C. F. Mathews; For Financial Secretary, T. M. Byson; For Treasurer: P. E. Vandewark, Lyle McCann, and Otto Nevers. Nevers declined the nomination in favor of P. E. Vandewark.

There having been no declarations for the offices of Conductor and Guard, President Clancy declared the incumbents elected unless changed by a motion from the General President.

Candidates for the Executive Board, Lyle McCann, Alton Clem, M. G. Murphy, Edward Doran, Harry Metz and G. C. Bradock.

A motion was made and seconded that the ballots be so printed that the candidates names appear first, second, third, etc., an equal number of times. Carried.

For Local Union Manager, Victor S. Swanson.

Nominations were closed with a reference to that part of the By-Laws that requires the prospective candidates to make their declarations of candidacy on or before January 15 preceding the election.

Nominations for the election of an Election Committee were opened. These nominations were as follows: George Cook, Otto Nevers, Lee Paters, Joe Walther, Robert Smith, Don Steurer and Jack Foster. There being no further nominations, they were closed.

Brothers DeLagrange, Wehr and Waack were appointed as tellers. A ballot was taken with the following result—Jack Foster 111 votes, Robert Smith 89, Joe Walthers 86, Otto Nevers 75, Lee Paters 60, D. Steurer 60, George Cook 58.

Members present 132
Voted 127
Disqualified 4

Joe Patters and Don Steurer being tied in votes agreed to decide the tie by a toss of a coin, which was in favor of Brother Patters.

Brother J. R. Backelder, Machinist, Mate First Class, U. S. Navy, told of some of his experiences aboard ship in Japanese waters, which were interesting and well received by the membership. The drawing for the Door Prize was won by ticket number 9813 held by Brother Frank Lawrence who presented the prize to Brother J. R. Backelder and will be forwarded to him at 1091 Myrtle Avenue, Napa, California.

Brother Vandewark reported that upon his attempt to turn over the money collected from the membership for the U. S. Navy Relief, U. S. Army and U. S. War Mothers, he found the two latter organizations were no longer existant. A motion was made and seconded that the money be donated to the U. S. Navy Relief and the U. S. War Prisoners Aid.

President Clancy reported for the committee appointed to take up matters pertaining to the Death Benefit Fund. The report was accepted as present.

Brother Swanson reported on progress made by the Councils on the agreement with the War Manpower Commission.

Brother Joe Walthers reported on the efforts at the Richmond Shipyards to supply a number of children tickets to the Shrine Circus. Transportation has been assured, and requested that tickets be donated. It was regularly moved and seconded that Local Union No. 3 purchase 300 tickets at $.30 each for distribution in Richmond. Carried.

Business Representatives Report

The following business representatives made their reports which were accepted, Metz, Foss, Lawrence, Waack, Clem, DeLagrange, Collett, Vandewark, Doan, Foster, Murphy, Speers, Hester, Clancy and Swanson.

A request from the floor for a ruling as to who were to be considered as Executive Officers received the following ruling by President Clancy: President, Vice-President, Recording-Corresponding Secretary, Financial Secretary, and Treasurer.

There being no further business the meeting was declared adjourned.

Respectfully submitted,

C. F. Mathews, Secretary

Fresno reports increase in work

H. T. Petersen, Vice-President and Business Representative working out of the Fresno Office reports:

Fresno, March 10, am glad to report an increase in work in this area. Several jobs are in progress at the present time and prospects of several more.

C. H. Hensley was awarded the Contract for 10.8 miles of highway from the Lemoore Air Port to Lemoore. They figure on starting about May 15th. This company has done a good job on their past contract on the Porterville Air Port, this work to start right away.

Boretto Company have been busy constructing flood sink holes in Tulare County. Railings and France Company progressing fairly well with their high-ways job at Brindred. There is a lot of work in the area and 4 or 5 jobs are progressing at the present time and will continue to be plenty of activity on Tulare lake proper.

Earl Parker has moved in 9 rigs, working 2 shifts, Salyer Company of Cotton working 7 rigs, 2 shifts, Bill Smith, 3 cats, 2 shifts. Brown Materials have 3 dozers working in this area.

We have had a few minor brushes with the Local farmers on payment of prevailing scales and overtime rates but have had some success however, there is a lot of work to be done towards convincing these people that they should go along with us.

I should mention that Babe Simpson is still in charge of dredging for the Consolidated district. Everything going along swell there; J. E. Huddock Company received small additional contract at Hammer Field. They expect to be in work in three weeks.

Grading has been completed on Carson & Ball's job at Riverbank, however, there is a load of railroad steel to be laid there this job has about one month to go.

We have quite a few men employed at the Aluminum company. Some on grading equipment, others on structural work. Some of these men will be employed here until late fall.

The Crow's Landing job is progressing fairly well. Have about 15 engineers on this job.

As I have stated before there is additional work in the offing. A call for bids by the Army Engineers for work at Moced and in Kings County. We should be able to keep quite a few of the boys busy full time during the remainder of the year.

Don't forget to vote for your candidates in the coming election for 1943.

More Oakland news

Mason ("Cherry") Hehary, one of our old members is working as Superintendent for the Pacific Engineering Department. According to our members working on the job he's a better boss than "eatin' skinner."

Any member having the present address or knowing the whereabouts of Brother Ed. M. Hickman, kindly notify the Oakland office. It is important that he contact us at once.

C. F. Mathews, Secretary

Ogden signs up three contractors

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

Ogden—After many lengthy meetings with W. W. and Ed. Clyde an agreement has been consummated. This company is demonstrating its ability to cooperate with Local No. 3 when problems in reorganization occur.

I know that members of Local No. 3 will help to convince the Clyde Brothers that Local No. 3 signed the agreement in good faith and prove to them that there is an advantage working under Union conditions.

W. W. Clyde & Company has three road projects here in the Ogden area and should employ nearly fifty men when priorities are granted on their new job. Gibbons & Reed, Contractors, and Wheelwright Construction Company have also signed agreements.

A dance was held at the Labor Temple by the Engineers celebrating the completion of the Naval Supply Base at Clearfield, Utah.

East Bay job

N. M. Ball & Son are starting on the Franklin Canyon job, which will bring some work for our cat-skinner.