Post-war jobs critical unless plans made now

Washington, D. C. — Under the best of circumstances, the post-war unemployment problem is certain to be "critical." If adequate steps to deal with it are not taken in advance, it may be "devastating." So declares the post-war division of the Bureau of Labor Statistics, which warned that at least 12,000,000 persons may be unemployed six months after the war ends. At least 7,000,000 will be separated from payrolls immediately after the war ends, it said. "The problem," the report added, "must be tackled now, lest the nation be left to the brink of another and even more terrible war."

A six-point program to cushion the shock was advocated. It calls for rapid recomposition of industry to peace time production, a public works program, financial assistance to demobilized soldiers and war workers, and the voluntary withdrawal from labor markets of women, school-age youths and over-age employees.

Prediction was made that 1,500,000 workers will be turned adrift by the aircraft industry alone, and that the reduction in shipbuilding may be equally severe. The automobile industry, the report said, is expected to drop from a wartime peak of 800,000 to 200,000 and will never climb back higher than 600,000.

The bureau said welders, riveters, turret lathe operators, machinists, tool and die makers and other skilled workers will feel the impact most and will have to transfer to other kinds of work.

The outlook of the unskilled workers was pictured as being even more desperate and the board said they have a hard period of readjustment ahead.

"Rampant unemployment," the country was told, will cause all sorts of social tensions and frictions that may produce social disorders of the gravest nature.

The bureau asserted that the nation leans on a slender reed when it places complete reliance on the unemployment insurance system to tide workers over the hard period.

Buy War Bonds now in Third War Loan Drive

TO ALL MEMBERS OF LOCAL UNION NO. 3

GREETINGS:

The United States Government is starting the Third War Loan Drive, September 9 through September 30, 1943, for the huge sum of $15,000,000,000,000. This drive will be conducted throughout the Nation and is by far the largest yet attempted by our Government. The ever-increasing tempo of the successful offensive of our armed forces all over the world is making necessary the securing of greater amounts of money which to finance the War. The success of this drive depends on the close cooperation and participation of every individual and organization.

When it is realized that one of the basic causes of financing the War effort is the purchase of war bonds and that the financing of the War effort cannot be effectively carried out unless the needed amount of bonds is purchased, the significance of fulfilling this obligation is brought home to every American citizen.

The money invested in war bonds draws a good rate of interest creating a backlog for the post-war period and helps materially to curb inflation. In buying these bonds it must be kept in mind that the individual is not donating this money. The failure of this drive would call for serious alternatives, such as higher taxes, compulsory savings or other schemes. To avoid these alternatives it is up to the wage earners to purchase bonds far past his present efforts.

The mere purchase of a bond for the record with a secret intention in mind of converting it into cash accomplishes no good but does an inestimable harm. After the purchase of a bond only dire necessity should cause its conversion.

Labor, as a whole, has responded to the past drives for the purchase of war bonds and there is no reason to expect that they should not continue to do so in the future. The need for everyone of us to continue to buy more bonds is the same as the need for the soldiers to continue fighting. Let us all respond to the drive in the very best of our ability and thereby avoid unpleasant alternatives.

Fraternally yours,
C. F. Mathews
Recording Secretary

Labor producing for attack—Davis

By ELMER DAVIS

Director, Office of War Information

America's fighting and working men and women have done magnificent jobs and the enemy is on the run. But unless the unexpected occurs, the bloodiest, deadliest part of the job is still ahead. That is the knockout punch—or more likely, a series of knockout punches.

The productivity of our people and our machines made possible the triumphs of Tunisia, Sicily and the air and sea victories over Europe and the Atlantic and Pacific oceans.

Now, the knockout punches ahead are calling for more production, harder work, more dangerous fighting.

Fittingly, labor did not rest on this Labor Day. It devoted its energies, know-how, and initiative, to the production of war materials in such volume that our fighting men will be invincible in the offensives ahead.

The workers of this country are producing for attack.

(Continued on page 2)

Labor's jobs: win war and win the peace

Victor S. Swanson, Local Union Manager reports:

Labor has two jobs to do. The first is to win the War, the second is to win the Peace.

Brother members and sons of members in the armed forces need the materials of war and need them fast. Anything that can be done to produce, to pay for and speed these materials to our fighting men is helping to win the fight for freedom and democracy at the far corners of the earth. Hard work and the purchasing of War Bonds helps and helps plenty.

But there is another struggle going on at the same time. It is just as important to the fighting men and the war workers alike as the shooting war. This is the battle of the ballots.

The high stakes in this campaign are the same as in the campaign overseas: freedom to live like decent Americans which means security for our families and education and opportunities for our children.

Victory is ours without victory in San Francisco is not worth a whoop! Reactionary enemies of Organized Labor in America like their counterparts in Germany and Italy hope that union members will neglect their duties, forget the men overseas and in the training camps at home and lay down on the job.

This home campaign lacks some of the glamour of the foreign ones and there is less opportunity for spectacular individual heroism. This is a group job, one that requires a co-ordinated effort by every union member.

The first battle in this home campaign is about to be fought. Labor can lose it by default without so much as batting an eye. The simplest method is to sit back and do nothing—and fail to register for the coming elections. This will achieve complete and utter defeat. When the final battle is waged we won't even be there. This is what a selfish few in this country wish us to do.

(Continued on page 2)
MONTHLY NEWS LETTER
September 17, 1943

25-mile railroad job underway, Reno reports

Brother Les Collett, Business Representative working out of the Reno office, reports:

Reno—Winston Bros. were the successful bidders on 25 miles of railroad for the Red River Lumber Company and the job is now under way with all union men on the job.

The David A. Richardson Company of Redding, California, is going ahead with the 17,000-foot flume job at Westwood, California, and members of Local No. 3 are being used, with Brother Bob Di Lullo as Superintendent.

The F. C. Stolte Company was the successful bidder on the Western Pacific bridge near Carlin, California, in the amount of $155,000, exclusive of the steel which will be furnished by the railroad company.

The Silver State Construction Company is putting in a flight strip at Fallon, Nevada, and this office has furnished 3 men for the job so far. Andy Drum is the owner of the company and has been, and still is, the hardest of all the Nevada contractors to line up.

Hunt & Frandsen were the successful bidders on the Battle Mountain, Nevada, airport, and the job is going now with a full union crew from this office.

The landing strip bids at Honey Lake was let to Radish & Brown Company, in the amount of $500,000, and is to start right away.

We were successful in getting one contract signed in the logging woods between Chico, Butte, central and Local No. 3, and we are still working on the others and hope to have more news of that organizing soon.

** * **

Metz acting as field representative

Harry Metz, Field Representative working out of the San Francisco Office reports:

San Francisco—We still have a demand for dredgemen in this district. They are good jobs, with fine compa- nies, and offer steady work. A Deckhand can earn on the average of $6000 per week. Also, the dredgemen work steadily while construction is slowing up, and is on a short period basis at present. A man will make more money ultimately on these jobs, than the construction "timer."

Come and get the low-down on this kind of work; or send in any one that might be interested, and who wants work, down here.

If a man has ability the companies break him in on Levers on the Clar- shell and Sutton Dredges. The pay is good and in most cases the company furnishes transportation. . . . On some of the machines, board and room is to be had, aboard the dredges. The grub is fine and the rooms comfortable.

Get on your bicycles . . . come in and see any of the dispatchers in the vari- ous offices of Local No. 3 . . . they can tell you more.

Post-war jobs critical unless plans made now

(Continued from page 1)

ers over the period of readjustment. It could not possibly stand the shock, the report insisted, and that convention was upheld by Ewan Cagney, director of the bureau of employment of the Social Security Board, in a radio broadcast.

"Our present system," Cagney said, "just won't be able to pay all the benefits to which persons are entitled if there is as much unemployment at the end of the war as is expected."

He pointed out that the reserves are in 49 separate state funds, while unemployment will be largely concentrated in a few centers. He also called that millions of workers have no claim whatever on these funds, because they are not covered by the Social Security systems.

Other weak links cited by Cagney are that payments are too small and for too limited periods. A married man with a family, he emphasized, receives no more than a single man.

One way to meet the situation, he said, would be to consolidate all the state funds under one federal system.

** * **

San Francisco says need still more dredgemen

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

San Francisco—We still have a demand for Dredgemen in this district. They are good jobs, with fine compa- nies, and offer steady work. A Deck- hand can earn on the average of $6000 per week. . . Also, the dredgemen work steadily while construction is slowing up, and is on a short period basis at present. A man will make more money ultimately on these jobs, than the construction "timer."

Come and get the low-down on this kind of work; or send in any one that might be interested, and who wants work, down here.

If a man has ability the companies break him in on Levers on the Clar- shell and Sutton Dredges. The pay is good and in most cases the company furnishes transportation. . . . On some of the machines, board and room is to be had, aboard the dredges. The grub is fine and the rooms comfortable.

Get on your bicycles . . . come in and see any of the dispatchers in the vari- ous offices of Local No. 3 . . . they can tell you more.

Labor's first job to win the war; second vital task to win peace

They say to the "We'll beat the Japs and the Nazis, you whip the Open Shoppers."

We say, "We will. We will register. We will vote."

In San Francisco the last day to register is September 23. Election Day is November 2.

Generally speaking San Franciscans can register to vote if they have lived in San Francisco 40 days before election and have been in California one year.

Here are places where you may register:

REGISTRATION STATIONS

Station
City Hall
Baker's
Hale Bros.
The White House
City of Paris
O'Connell-Moffatt & Co.
Hibernia Bank
San Francisco Bank
American Trust Co.
San Francisco Bank
Bank of America
Hibernia Bank
Bank of America
Merchants Exchange
Longshoreman's Hall
AFL Labor Temple
Building Trades Temple
National Maritime Union
91 Drumm
Real Estate Office
Air Warden Batt., Hqtrs.
Air Warden Batt., Hqtrs.
Air Warden Batt., Hqtrs.
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Air Warden Batt., Hqtrs.

Location
Civic Center
3200 Novato
5th and Market
Sutter & Grant
Geary & Stockton
1 Powell St.
1 Powell & O'Farrell
22nd & Valencia
7th & Clement
28th & Irving
Height & Belvedere
20th Ave. & Taraval
18th & Castro
1341 Polk
465 California
33 Clay
2940 16th St.
200 Guerrero
91 Drumm
466 Mission
765 Broadway nr. Powell
928 Sutter nr. Hyde
2130 Fillmore nr. Wash.
590 Divisadero nr. Hayes
304 Valencia nr. 14th St.
1032 Clement nr. 12th Ave.
1300 Novato nr. 20th Ave.
1651 Portola Dr. nr. Sloat
5140 3rd St. nr. Shafter
1210 Valencia
Fillmore & Geary

Hours
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2-9 PM

Geneva steel plant taking shape but lots of work before production starts

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

Provo—The Geneva Steel Plant is taking shape nicely but there is still lots of work yet to be done before it will start in operation. They are installing quite a number of overhead cranes at this time which will mean numerous jobs for our members on these cranes in the near future. I am led to believe that the Utah Pomroy Company will be in charge of a great number of the over head cranes.

The Provo Office has Job Questionnaires to be filled out by the Brothers that want to stay on the Geneva Plant when it starts in operation and the office remains open until it closes Friday evening so come in Brothers and fill out these blanks so we can have one hundred per cent A. F. of L. members on production.

There are about three thousand new homes being built in this area and all but about one hundred of these are being built by Union men.

Reynolds Ely Construction Co. has a cropper plant set up at Ironton on the slag dump and they are furnishing the slag for concrete at the Geneva Plant. This is something new in the concrete game.

Howard and Atkinson have a per- manent Batch Plant in the Provo area.

** * **

Old-timers passes away

Z. L. Coltrin passed away very suddenly last month, due to a heart attack. Many of the "old-timers" will be sorry to hear of brother Coltrin's death. For a good many years, Brother Coltrin ran the Golden Gate Park equipment, and he was well liked by all who came in contact with him.
SEND YOUR MEMBERSHIP CARDS
WHEN MAILING YOUR DUES

In many instances when a member sends in a remittance for dues, he only encloses a money-order or check in an envelope and drops it in the mail. When this happens, and the dues-card is not enclosed, the girl who handles the cash must take it into the file room, look up your classification, and register number, and check on the months for which the remittance pays. She must then make out a receipt. Also, as we have such a large membership there is a chance that the money may be applied to the account of the wrong person, as there are a great many duplication of names, both first and last!

This is all extra work, which could easily be avoided if the members would send their membership cards into the office, along with their remittance. It would also be more convenient to the members themselves, as a stamped-up card is easier to carry, than a bunch of receipts.

If it is impossible to send in a dues card, at least give us as much information as possible. Tell us whether you are a member of Local No. 3, 3-A, 3-B, 3-C, 3-D, or 3-E; for what months you are paying, and your register number!! Above all, write your name and address clearly. A money-order or check, is the best way to send in dues as we cannot be responsible for any currency lost in the mail.

LET'S ALL COOPERATE . . . PAY DUES PROMPTLY . . . HAVE YOUR CARD STAMPED!!!

T. M. BYNON,
Financial Secretary.

Fresno office clarifies job situation on Friant-Madera canal operation

The Belair Shipyard has quite a number of our members employed there at the present time. Also Mr. Ebright has a contract for resurfacing and raising all of the roads in the yard which should make a nice yard for rainy weather.

Piombo Brothers still are working on the fill at Mills Field. Barrett and Hilp is building a hangar. Two pile-driving rigs of McGowan and one crane of Barrett and Hilp are on the job at the present time. There is considerable more work to be done there in the near future.

Western Pipe and Steel is proceeding along as fast as possible. We have a few small minor subjects to straighten out with this firm.

L. C. Smith is still working on the housing project in South San Francisco. There are quite a number of members employed by L. C. Smith in various places in the County.

The Union Paving Company job at South San Francisco should be completed in the near future.

The Redwood City job of the Pacific Bridge Company is proceeding the same as usual. We have a few small minor subjects to straighten out with this firm.

W. O. Tyson Company has a considerable number of our members employed there putting in the streets and sidewalks which will continue for sometime. On the Coast, Harms Brothers at Half Moon Bay is proceeding along as fast as possible.

There is a little government work in the hills with a few members of ours working, which is under military operation.

CO-PROSPERITY!

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Fresno office clarifies job situation on Friant-Madera canal operation

Thomas D. Bryson, Business Representative working out of the Fresno Office, reports:

Fresno—There seems to be quite a few members coming into the Fresno area with the expectation of going to the Friant Madera Canal. So some of them attempting to hire out on the job. This always creates a bad situation and should not be practiced. I believe that an explanation of the conditions on the job might be of benefit to some of our members.

There are now two draglines, four cats and one blade on Larsen & Harms' part of the job, all fully manned by Local 3 members, who have cleared through the Fresno office. I do not know whether there will be any more equipment on the job. The large dragline will not be ready to operate for another week, about Sept. 8th. The cats have already started doing some preliminary work.

Oberg Bros., who have the contract for the siphon across the Fresno River are having some difficulties controlling the water and all they have done so far has been work towards that end. They have one small dragline and one small cat on the job. They expect to have another dragline on the job when they get going.

Piazza & Hunter have finished their resurfacing job at Goshen and moved their hot plant to the Lemoore job where they are getting under way. They have some fifteen or twenty of our members employed. Brother John Paroline is Superintendent, with Brother Roy Gypsy as assistant and Brother Alex Harris, plant foreman. This job is running along nicely.

The Phoenix Construction Co. have just about finished their work on the Friant Madera Canal and are moving a crusher to Legislado where they have a resurfacing job on Highway 99 in Merced County.

The Warren Southwest Paving Co. have started on their resurfacing job on Highway 98 between Hub Corners and Lemoore, app. 6½ miles, their hot plant is near Hanford. This job will only last about 30 days.

The J. E. Haddock Co. have started on a small job at the Owens Mountain Rifle Range near Clovis. They have one shovel and three cats on the job, Brother Connie Gresham is foreman on this job.

The Griffith Company expects to finish their work at Pinedale in about two weeks . . . Clem Ambrosia who was Superintendent on this job, dropped dead on August 4th. Clem will be missed by all of his old friends . . . He had intended to go into the Construction Battalion of the U. S. Engineers on September 23rd, before death claimed him. We extend our sincere sympathy to his family.

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Unit at Hunter's Point rumored but no facts

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

San Francisco—Rumors are still flying at large that another large unit is to be built at Hunter's Point, but no definite information is available at present time on whether such a project will be started.

Pacific Bridge Company and Barrett and Hilp are still working at Hunters Point, although with a considerably smaller force of men than before.

Several small jobs around San Francisco Area are in progress, which, thanks to them, have kept the members busy in this area.

Eaton and Smith, Piombo Brothers, Dunn Co., Standard Bldg., Company and Heyman Brothers are all working around and near Hunters Point, with a good many of the brothers in evidence on the jobs.

The Shipyards, Bethlehem, Marinship and Matson are still continuing along the usual manner with a few additions of members.

Some confusion arose at Matson Navigation Yard over the change from a twelve hour to a ten hour shift, after two days changing back or forth in an attempt to satisfy the majority, the regular starting time of 8 a.m. was agreed to, for both repair work and new work crews.

A good many of the old time Brothers are now working for Uncle Sam in the Seabees and Army Engineers, following their usual occupation of casaling and shovel operation, Brother Hope honored the office with a visit, attired in his "C. B." uniform, Brother Sully Powers is now with the Air Corps Engineers; also, Brother Lunn Moore. We are always glad to have any of the brothers in the service drop in for a visit.
Sacramento reports new jobs starting, others still in progress

Frank Lawrence, Business Representative working out of the Sacramento office, reports:

**Sacramento**—Work in this area is plentiful with a number of new jobs starting since our last report and most of the ones previously reported on still going.

At the Winters Davis Airport the McGillivray Construction Company is still working two shifts which gives employment to quite a number of our members.

A. Teichert & Company and McDonald & Kahn are continuing with their work at the Auburn Hospital.

Some of our members are working for J. R. Reeves at the Lincoln Clay Pit. This company also is doing a levee job near Wheatland using several "cats."

After nearly completing their job, McDonald, Rudy, and Westbrook have another extension on the Chico Airport, so the men working there will be kept busy for a while longer.

A. Teichert & Company are again working at Mother Field doing a resurfacing job. At present they are on one shift and using quite a number of men.


At Camp Beale, Earl Parker is using 4 rigs, which provide steady employment for four of our members.

The levee job of N. M. Ball & Son at the Sutter By-Pass is progressing about the same as was reported in last month's News Letter.

Also the levee job of H. Earl Parker in this same section goes on about the same.

Work has started again on the Nicholaus Bridge.

At Knights Landing work on the rice mill has been tied up on account of the lack of steel.

**New Jobs:**

Harms & Larson have started a levee job near Woodland. They are working two shifts and have about 30 members on the job. Jim Sheldon is the Superintendent.

The Morrison & Knudson levee job at Rio Vista is now under way with Jim Wells as Superintendent. This is a big job and at the present time we have around 200 men working there under the Operating Engineers.

Morrison & Knudson are also working on the railroad near Antelope. Several "cats" are on the job now with more equipment expected soon.

Casson & Ball have moved back to Fairfield and are doing additional work there. Frederickson & Watson have also received another extension, so it looks like we will be having engineers at the Fairfield-Suisun Airport for quite some time.

Work is now starting on a levee job at Colusa. This job is being done by A. Teichert & Company. At this writing they are working seven "cats" two shifts, one dragoon, and mechanics and greaseers.

Lord & Bishop are unloading cars at Colusa using two shovels, but Bob Johnson doesn't care. He likes his home so well that he drives back and forth each day.

H. Earl Parker is also working on a grading job near Lincoln and a number of our men are on this job.

The McGillivray Construction Company is starting work on a resurfacing job between Davis and Yoloville.

George French has the contract for a resurfacing job at the Vina Airport and this job is employing several of our members.

We are sorry to report the death of Brother D. L. Shirk who was killed while at work for Leo Lentz on the railroad near Placerville. Brother Shirk was struck by a train when he was unable to get his "cat" off the track.
News from Oakland Office

Business Representatives, Al Cleen, Ed Duran, and Joe Walters, working out of the Oakland Office, report:

Kiss the Crane Co. is doing the wrecking job on the Roosevelt High School in Richmond, which was recently destroyed by fire. They have one crane and a small doner on the job.

Stewards Bud Rogan, Day shift, and W. E. Murphy, Swing shift, in Yard H, Richmond, are doing a nice job in that capacity.

Just a Reminder—The Richmond Office and the Oakland Office five remain open Friday evenings until 8:00 P.M. for your convenience.

Funeral services were held Monday afternoon, August 23, for Thomas W. Fox, old time member of Local No. 3. Brother Fox was employed by the Pacific Construction Co. at Russell City, the C.P. Bannron Mortuary located at 6800 E. 14th St., Oakland, was in charge of the service.

Mail is being held in the Oakland Office for the following members: Harry Drew, Raymond C. Yolis, Bert McIlvain, Edw. P. Rushing, George Phibbs, Alfred Wilson.

A. J. Raisch has their Hot Plant at Rodeo. The paving job to the Carquinez Bridge will start after Labor Day.

There are approximately 12 members employed on the N. M. Ball job at Franklin Blvd. This week.

The McNeal Construction Co. at Camp Parks is changing over from Cost Plus to Straight Contract. Due to this change, the forces are being reduced considerably, however, it is anticipated there will be approximately 30 members of Local No. 3 retained for some time.

Brother S. W. Parson left this week to join the forces of the Sea Brees. We regret to report that one of our brothers is laid up in the hospital. Brother Fred Tuttle is in the Merritt. Why not plan to drop in on him during your lunch hour? We are sure he would appreciate your thoughtfulness.

J. C. Gupilli, who is serving in the service, dropped in for a visit while home on a furlough recently.

Brother George Lavier, who has been in the Providence Hospital, is well enough to be at home now. We wish him a speedy recovery.

With the Old-Timers on the Job:

We would like at this time to take you back a quarter of a century and try in our humble way to give the Brothers a word picture of the activities of the Operating Engineers at that time.

Twenty-five years ago a model 18 Orkstein Shovel was moved into Blake Bros. rock quarry near Richmond. The following year two model 29 heavy duty Osgoods were moved into Yard H, Oakland. In 1928 another Bucyrus was added to this fleet. The 20 B of that date was a far different type of machine from which the Brothers are familiar with in use today. These machines are all powered with steam. No automatic trips, no padded seats, no feather touch controls, just good old type steam shovels.

We have been informed by the Brothers on the job that nothing new has been added to the equipment, just minor repairs in all these long years of service.

We will acknowledge this is a very good record for machinery, but we think, the most outstanding part of this word picture is the fact that there is a combined total of a hundred and sixty-four years of unionism in this rocky end of the side of a hill out of Richmond.

We have there the following Brothers: B. F. Hollebank, Joe Lucy, Dave Cowles, and Johnnie Miller. These brothers are still on the job and hitting the ball. We would like to take this privilege to make this observation who, in our opinion, are rendering a service to their employer, who we think is at least one employer who has a good word for the International Union of Operating Engineers.

Brothers, in addition to our trying to draw this picture to you, we think that we all owe a vote of thanks to these Brothers who have kept alive and fought for the traditions of unionism for the past 41 years. They, we feel certain, have done and are still doing those things that maintain and better the conditions of our craft.

After moving approximately five million yards of rock from this hillside in Contra Costa County, the only change that has been made in the method of production in these years is that it is now transported to crushers in trucks where it was formerly transported by dinko rail road.

We think the members on this job will say that there has been a vast change in the wages and working conditions that prevailed a quarter of a century ago.

We would like to take the privilege of making this observation that thru these years of work in this business has been maintained and employment provided and, no doubt a profit accumulated, while we, in our humble way, have, by slow and perhaps you think a tedious process, been able by handing together and maintaining a union, been able to improve to a great extent our standards of living both for ourselves and our children.

So Brothers, we think this is the right time to add that we do all share our belief that we may be able to maintain these same conditions and standards and, in some small measure, repay these same old timers who, in the past, have sacrificed so much for us.

"Doc" De Grodt has moved into Stote's new shop at 8th Ave. and San Leandro Blvd. "Doc" is Master Engineer at the Rock Quarry and is in charge of one of the members of the Engineers Union. He has ten members of the Operating Engineers doing Maintenance repair work in the shop.

90 Members of the Operating Engineers Union took the time to donate their blood to the Red Cross Blood Bank in Oakland. These members all work in Moore Dry Dock, West Yard.

Moore Dry Dock employees will be interested to know that there has been several new Stewards elected. We know that you will give them your whole hearted support and cooperation.


West Yard: Day—Day Hayward; Swing—Bruck Gibson; Graypey—Vic Sands.

Stocele has another large project going in Alameda. We have approximately 30 members working at the present time. This job is good for about seven months. It is a well supervised job, as we have members of our Union as house over excavating equipment.

Pacific Pipe Line Construction Co. are busy on their job of reconditioning approximately 30 miles of pipe line. They have 3 members employed at this time.

The Union Paving Co. is going full blast on their job of re-surfacing at Walnut Creek with 10 members on the job.

Paul Chipchase, who is stationed at Camp Parks, Virginia, is home on a 10 day furlough. Paul reports he finds his new work very interesting.

We are happy to announce that our recent Bond Drive was a huge success. The individual members of the Operating Engineers in this locality subscribed over $30,000.00 in War Bonds over a period of two months. We wish to take this opportunity to thank the many members who so generously contributed in this drive.

We think this is an outstanding record and truly shows that our members are doing their part to speed up our victory.

Utah representatives conduct job tour

Brothers C. L. Casebolt, T. L. Clark, and R. M. Stewart, Business Representatives working out of the Salt Lake Office, report:

Salt Lake City—This month we are going to take you on a tour of the state of Utah. It is quite a large state and the business agents up here cover every part of it.

We are starting you with the Hix- wallow Housing job. Lynn Harman is the contractor for it and the Wata project which is ready to start in the near future. The Railroad at Horse Canyon is the first unit of the Great Steel Plant to go into production. It is run by A. F. of L. men.

W. W. Clyde also has a road job at Horse Canyon running along 100% union.

Ryberg, Strong & Grant at Gogor is near completion.

Vincent J. Jones is rapidly finishing up his work at Gogor.

Henry Kaiser Company has four of our brothers working at Sunnyside.

The Link Belt Company and the Utah Fuel Company, both have jobs at Sunnyside going along 100% with the Engineers.

The bid on the million dollar Schofield dam has been opened. The contract has not yet been awarded. This job should start soon.

The Hebe J., Clean and Jim Simpson job, Provo Canyon going along as so.

At Provo we have six housing projects all of them operating strictly union as far as the engineers are concerned.

The Calaonda Fuel and Iron job, Cedar City, clean as a hound's tooth. Brothers in on both of the jobs.

The W. W. Clyde crusher job at Park City is completed and they are moving the crushing up near Coalgille.

Gibbons & Reed job at 21st South, going along very nicely.

A. Thorns is finished on Redwood Fuel and has moved his equipment to Skull Valley.

Ford J. Twaints are finished at Weldon and have a job at Tooele, another at St. Mark V. Lake.

St. Johns Chemical Construction are finishing up.

Gibbons & Reed are still going strong on this job.

Morrison & Knoxcomb Company have a job at Tooele, one at Stockton, one at Echo Canyon, as well as several jobs at Idaho, Wyoming and Nevada. We have sent men to all of these projects and are enjoying good relations with this company.

Utah Construction Company are working on several small railroad jobs at present and has a large private job which they cannot start owing to the lack of common labor.

Don Bowman has a small job at Garfield. Three of our men going along okay.

James L. Barnes Housing job at Tooele going along okay.

Brother Paul Smith who has been master mechanic on the Barnes job was transferred to Seattle. We are very happy to announce that our recent Bond Drive was a huge success. The individual members of the Operating Engineers in this locality subscribed over $30,000.00 in War Bonds over a period of two months. We wish to take this opportunity to thank the many members who so generously contributed in this drive.

We think this is an outstanding record and truly shows that our members are doing their part to speed up our victory.

(Continued on Page 8)
Redding says jobs moving along smoothly

E. A. Hester, Business Representative, working out of the Redding office, reports:

Redding—Macco Construction Co. has begun work on the high fence which will surround the War Relief Center at Tulee Lake on a highway leading to farm land to be cropped by the Military Camp. About thirty engineers are involved on this job.

J. P. Brennan was awarded a small contract to build two bridges near Burns, California.

Harms & Larson were the low bidders on the Alturus Aeronautic Training Base. This will be a large job—about 350,000 yards of earth to move.

The Howard and Wiring & Material Co. have their Hot plant up and are laying hot stuff from Dunsmuir to the Oregon line. Their job at Weaverville will finish in about a month or so.

Morris & Knutson are working on a railroad job between Redding and Klamath Falls.

Jones & King finished the Montgomery Airport last week and have moved back to Lakeview, Oregon.

They are still pouring concrete at Keswick Dam with about six months work in sight.

Everything seems to be going well at the Big Bend Hydro-electric project with about a year's work in sight.

Shasta Dam and the Columbia Construction Co. are rolling along nicely with about a year and a half work left.

Brother Arthur Miller is placing machinery in the Big Bend Shasta Dam power house with a 15 ton crane. E. B. Bishop is still loading slag at Koren with about two and a half years to go.

Carrico Iron Mine is now operating 100% union. We have about fourteen engineers on that job.

Ruddy & Son are working on a housing project at Alturas in preparation for the big job.

Heins Bros. gravel plant in Redding is going strong. Two shovels and one clam shell operating without oilers.

There has been some progress made in the lumber industry. We have about thirty tractor operators working in the lumber camps strung out between Chico and Yreka. Some are receiving the union scale and Boating are not. We hope to get this standardized soon.

Brother Loyd B. Dunn passed away July 25, 1943 in Sacramento where he went the early part of June to undergo an operation. Brother Dunn was one of the old timers and a very fine man.

Brother C. C. Tittleworth is in the Franklin Hospital in San Francisco and will be there for some time to come.

I recently visited the Shasta Dam Hospital and found Bro. Frank Shaffer (Continued in Column 4).

Valley Springs job coming along, looks good until rains come

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

Stockton—Geo. French's job at Valley Springs and Jackson are coming right along. This job should last until the rains come. Ed. (Fat) Thorp has seventeen operators and a mechanic on his payroll. He told me his men, without payroll deductions, an insurance policy of $2,000.00, double pay in case of accidental death, in case of injury, aside from the State compensation, of $150.00 hospitalization, $250.00 and $19.00 per week or for 52 weeks.

This progressive contractor provided conditions that are far advanced in our social problems insofar as the security of our workers are concerned and we appreciate it.

The following is a copy of a letter which I received from A. B. Warfield, Brigadier General, U.S.A. Retired; in which he thanks the members of Local Union No. 3 for services performed in connection with the Lathrop Holding and Reconnaissance Point.

Dear Mr. Waack:

Now that I am to be relieved from duty and Command of the Lathrop Holding and Reconnaissance Point and returned to the retired list, I desire to express to you, and through you to the members of your Union, the great appreciation I have of the loyal and patriotic service performed by the Union in connection with the receiving, storing and shipping of war materials at this Point.

Since its activation on July 1, 1942, Lathrop Holding and Reconnaissance Point has achieved an enviable reputation for efficient handling of Government supplies, and to a very considerable extent this reputation is due to the wholehearted, patriotic support given to me and the other officials, by you and members of your Union.

Please express to them my personal thanks and the thanks of our Government for the excellent work they have done.

Sincerely,

A. B. WARFIELD

Brigadier General, U.S.A. Retired

Western Freight Handlers contemplate opening a new area, and if they do well it will be able to use a few more crane operators, oilers and tractor men. These are good jobs in a highly rated Army Depot. Hop Arblith, Frank Waldorf and Robert Ray keep No. 3 in good standing.

We expect to work out of the Lathrop's building at Permanente. All activities on the plant were slowed up pending the outcome of the Shipbuilding conference in S. F. We hope to be able to help our wage structure at this plant, whose agreement is pending in the Shipyard contract.

All of our engineers didn't get into the C. B.'s or the Army Engineers. Bob Arnett dropped by in a spanking new Marine outfit and the regular Navy people didn't make it at all. We hope soon.

Pollock set up their new American Tower and we expect the Navy "E" to fly this plant real soon. Bill Brouse and his men are working on his ship yard agreement and their interpretations backwords.

Casanova has come to the Engineeers. One of the Colby operators—get this—was terminated (too much talking to the women.) by some other than Walt Cateby, General Sup't. When asked how this could be accomplished with the operators high up in the cab with no women allowed, he stated that the loud speaker system was used. This is a tough break for "high up" Clark Gables of Local 3.

M. J. B. has Stockton field to look out for. The Hot plant is plugging along for this job.

Bissotti is on the Terminus Road, widening and resurfacing Ed Bonham is watching this. Stockton Construction is doing the S. P. right of way, and for the first time we have sent out a roller to roll a turkey field. I know a few engineers that, if I were the farmer I wouldn't let on this job.

Eureka reports engineers sign up with Local 3

Oto E. Neyer, Business Representative working out of the Eureka Building Trades Council, reports:

Eureka—Having only been here for a short time, the news that I report in this area must be brief.

The Marshall Hanrahon job between Trinidad and Crescent City is going strong and we have about ten brothers on the job. Mercer-Fraser Company at Arcata is about finished with their hot plant job, and we may have to place some of the members in other jobs by October 1, although some will be kept on through the winter.

The Chicago Bridge and Iron works has been able to place all of the brothers who have called here for work, and we are receiving 100 per cent cooperation from the management. Brother Pat Furnish is head steward and Brother Bill Goetz is foreman in charge of all equipment. These Brothers have been doing a fine job for Local 3.

We signed our first engineer at the Eureka Shipbuilding Company, and it looks as if we may have openings the first of the year at that plant. They are finishing six wooden tugs and in all probability will get a larger contract for all types of wooden ships in the near future.

The Federal Housing Commission has approved a new 100-house project here which will probably open up in about 90 days.

Our progress in the woods in signing up engineers is progressing slowly but surely. I have met several old-time Engineers, and they are all glad to get back in Local 3.

In general, conditions here are good.

Any of the brothers wishing to go fishing or deer hunting this season can call at our office in the Labor Temple and I will be pleased to give them any information I have regarding the same.

** * **

Jobs moving along, Redding reports

(Continued from Column 1) with a broken arm and shoulder bone; Bro. Lack Erickson in for minor repairs; Bro. Ray E. Rogers with a broken heel, and Bro. Ben Remington who fell twenty-five feet from a tall tower and was not badly hurt, but when the Doctor got through with him he looked something like a Hindu.)
SAN JOSE'S WORD TO THE WISE

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

San Jose—A Vote! Specially written for Permanent members. In the interest of the war effort, Local Union No. 3 is holding its first cooperation in maintaining the production schedules. This is being done by filling vacancies as they occur, as best we can under the involved circumstances, maintaining friendly relations, in behalf of our membership, with our employer, endeavoring to satisfactorily adjust grievances, and, in conformity with the Stabilization Order lend such cooperation as will effectively reduce manpower turnover, without imposing undue hardship upon the individual.

This, we have done, even to the extent of allowing leniency to those members in good standing who have conformed to the order of their obligation to the Unions. Hereforo, lack of insistence upon or strict enforcement of the provisions of our agreement with the company will allow for the replacement of members, not in good standing with the Union, has been the subject of some criticism.

The Engineers Union, Local No. 3, through its representatives, has done everything within reason, to coordinate its local program with the company in the most economical manner as to best accommodate all of its members at the plant; even to the extent of maintaining an office conveniently located near the Plant on Permanente Road where the highways diverge in all directions to all parts of the valley, thereby making it unnecessary for the members to go to the San Jose office for any of their Union business. In addition to this, and as requested by our Permanent members in October, last year, regular meetings have been held on the South Friday of each month in the Engineer's Union Hall, 40 N. Morrison Avenue, at The Alameda, in San Jose, at eight o'clock in the evening. This union representation of our San Jose office which is opened daily from eight o'clock in the morning, until five o'clock in the evening, except Saturday afternoon and Sunday, and at any other time, by appointment.

To further facilitate our service in San Jose Division, adequate telephone service is maintained. The San Jose office is in the way the company has been in Columbia 6732. The office number, near the Permanente Plant is Santa Clara 5612.

We find that there has been an utter disregard on the part of certain individuals to comply with Union requirements in the payment of dues. This has had a very bad effect upon those who have always maintained themselves in good standing with the Union, and this practice must be stopped, if we expect to maintain our present strength.

There can be no good reason for this when we understand that membership in the Union having jurisdiction over the work to be done, is a prerequisite to employment with the company. Furthermore, those becoming suspended for non-payment of dues are required to pay a five dollar fine to the Local Union 3 and 3, and to stay in good standing, before they are again in good standing.

In accordance with the provisions of the agreement (which can be seen at any time, either at the Union or Company offices), members suspended will be replaced by members in good standing. The Stabilization Order does not supersede any of the provisions of this agreement. Unfortunately, it has been necessary to request the Company to impose this provision upon two of our members who, even though they had been promoted to a classification paying nearly one dollar a day more than they received in their former classification, saw fit to disregard the agreement by allowing themselves to become delinquent.

This has been done, only after several attempts were made to effect an adjustment of their accounts. As manpower becomes more plentiful, there will be less delinquency, but until then, we are still going to insist upon the replacement of those who persist in not meeting their obligation to the Union.

Special Meetings: From time to time in the future, special meetings of the Permanent Organization in the several classifications, will be called to deal with matters pertaining to their particular employment. To illustrate this, we now have a problem involving a deminer operation, and all employed in the area, the women as well as the men, will be notified to attend. In this manner we can discuss this particular operation with the company, involve others, and, especially, all attending, will be more or less affected.

Each and every member is expected to take an active interest in the program of maintaining Union conditions, and must feel perfectly free to discuss their problems, or complaints, with the Union, the local, or the company.

In this manner we can best serve the interests of the membership, and accomplish more in effecting adjustments of employment conditions consistent with the provisions of our agreement, to the mutual satisfaction of our members, and the Company.

Finally, organized Labor is one mechanism through which high morale can be maintained. Without good wages, and working conditions, how can we hope to enjoy the fruits of our efforts? Remember, this is a business. Your commodity is Service; therefore, to profit most, you must first prepare yourself to render the best possible service, and market it at the best possible price.

This can best be accomplished through the medium of Organized Labor agreements with employes, and not in the open market, where, without Organization, your labor is auctioned off to the highest bidder. Remember, the buyer doesn't hold the pennies so close to the eye, that you can't see the dollar ahead. Think it over!

MURPHY SAYS NOTHING NEW OR STARTLING IN DISTRICT

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

San Jose—Most of the brothers in this district are working and unemployable about it.

San Miguel Housing Project is completed. Camp Roberts, Johnson, Liggett, Mitchell and McCallum all quiet with the exception of Camp Oral which always has a little construction or improvement work some kind going on somewhere on the reservation.

Grannie has almost completed their railroad circle job at Orde. I've heard though that they may remove the core on this particular project and use the many thousand yards of material to provide a parking area for the equipment of the armed forces.

The resurfacing job from the East Garrison to the main highway is nearing completion and what a marked improvement it will be. Even the Jepes (those little men) had difficulty in negotiating to the appearance of the Granite Construction Company and their staff of competent engineers. It will be a long time before you see your replica of your YOUR Chrysler. Many thanks boys.

Watsonville is fast returning to normal now. Fredrickson, Westbrook and many others have had successful trips. Fred's contract with a few small exceptions on the Freedom Port. Dinnwidde and Santa Clara grading, however, are still disturbing the early morning quiet of the natives in the immediate vicinity by their "Wool Busters" working on the inhumane barracks buildings. This will most likely continue for another couple of months.

Brother Meris Cool is in charge for Karseed at Watsonville and everything seems quiet and serene. Hope he stays on the job.

Aromas Quarry is still running wide open and everybody seems happy. If I can induce one of our good brothers to step out of the cab of one of those little steam donkey porters one of these days, I'd like to run hell out of it just for the fun of it.

San Jose is quite complement itself with nothing doing other than the small jobs as mentioned before and the usual run of repair work which is always necessary.

Yard is still going but I've heard there will soon be a period put on that job. I am in hopes this isn't true, however.

Brothers: Brother Leo Delaney and Brother Jack O'Brien are back from Alaska where they stayed for the summer. Their return brings a new lease on life to both of them.

Brother Leo Delaney is in the Service of the USA. Brother Jack O'Brien is back from the USA and is in the Service of the Royal Canadian Mounted Police. He is a very fine representative of the Brotherhood.

No definite news on the Handy Iron Works as yet. Do expect to have some news of the yard in the near future, though. In this connection, a number of members have indicated that they are interested in going to Alaska, and Brother O'Brien has indicated that he will be going back there this fall. He is very anxious to work in Alaska and is very anxious to work in Alaska.
Here are minutes of September 4 meeting

The September meeting was called to order at 8:05 p.m., September 4, 1943, at the Building Trades Temple, San Francisco, President Clancy presiding. Roll call showed Conductor Riley, Guard O'Brien and Treasurer Vandervark absent.

Minutes

The minutes of the regular meeting of August 7, 1943 were by motion adopted as printed in the Monthly News Letter.

The minutes of the Executive Board meeting of August 31, 1943 were read and the acts and recommendations of the Board were by motion approved.

A synopsis of the Executive Board meeting of September 4 was read and the acts and recommendations of the Board were by motion approved.

Communications

From the Building and Construction Trades Council of San Francisco requesting all affiliated unions to concur in the action of the Council regarding a resolution dealing with the collection of funds for The Labor League for Human Rights. It was regularly moved and seconded that a committee of five be selected to find ways and means of collecting donations. Carried.

From the Bay City Metal Trades Council, requesting donation for the San Pablo Trailer Camp Project. Regularly moved and seconded that Local Union No. 3 pledge $90.00 as their share. Carried.

From the Office of Price Administration, Washington, D.C., in reply to resolution adopted at the meeting of August 7 regarding rollback price of commodities. Regularly moved and seconded to file communication. Carried.

From the Treasury Department, War Savings Staff, requesting cooperation in the Third War Loan Drive. Secretary instructed to write an article for the Monthly News Letter.

From the War Manpower Commission requesting business representatives to notify the membership to stay on the job pending appeals for hearing before the War Manpower Commission's Appeal Board and also calling attention to the fact that there is no automatic clearance after staying off the job 30 days or any other length of time. Regularly moved and seconded to comply with communication. Carried.

Cards of thanks from Mrs. Fox and Mrs. H. E. (Alice) Waggoner.

The following resolution was read for final action:

Resolution

WHEREAS, Operating Engineers, Local Union No. 3 desire to fulfill its obligation as a patriotic organization to lend every aid towards the War effort, and

WHEREAS, there are sufficient funds in which to purchase additional Defense Bonds without jeopardizing the Unions' financial position.

"THEREFORE, BE IT RESOLVED, that the Executive Officers be authorized to purchase in the name of Operating Engineers, Local Union No. 3 of the International Union of Operating Engineers, additional United States Defense Bonds, Series G in the amount of $50,000.00 from the General Fund Savings Account."

It was regularly moved and seconded the resolution be adopted. Carried unanimously.

Resolution pertaining to the Monthly News Letter was presented for the first reading. It was regularly moved and seconded the resolution be adopted. Carried unanimously.

Trial of J. H. Stephenson.

A letter under date of September 1, 1943 from J. H. Stephenson, stating that it was impossible for him to be present at the trial on September 4 giving no good or sufficient reason, was called to the attention of the membership. It was voted to proceed with the trial since it was reported that Brother Stephenson was not working and that the excuse was insufficient.

Three complaints signed by O. L. Kane, Laura L. Logan, S. J. Launder and A. L. Patterson, were read which set forth that on April 18 at approximately 4:00 a.m., J. H. Stephenson did appear on the Johnson, Drake and Piper job near Santa Rosa very drunk, causing property damage to equipment and causing its removal from the job; that he had to be forcibly removed from the job. Additional testimony was given by Business Representative H. O. Foss, concerning the damage caused by Brother Stephenson.

Tellers were selected. Ballots were passed, with the following results:

Guilty 32; not guilty 14; 6 blanks. It was regularly moved and seconded that Brother Stephenson be fined $100.00. Carried.

Members warned to register

H. O. "Heine" Foss, Business Representative working out of the San Rafael office reports:

San Francisco complaints are being registered by our members against the unfavorable anti-labor legislation recently passed by Congress. Yet I find upon investigation that less than 3 per cent of our members voted in the last election. Ain't that sump­tuous!

Now all of you "construction stiffs" have a residence some place. Register there and your business agent can no­tifying your absentee ballots. Let's not be found out on a limb again. Will you do your part?

Frederickson & Watson are on the finish end of the road construction for the Federal Government at the North end of the G. G. Bridge. Most other contracts in the same area are also winding up.

Heafy-Moore started first of the month on a large earth moving job near Tiburon. A. G. Raike busy from Marinship to Vallejo with more work than they will be able to do before the rains set in. A few small contracts practically finished on their Hamilton Field job. The same goes for Lee J. Early, McDonald & Kahn and Frederickson and Watson. Soda & Son's redesigning of the Petaluma bridge is about one half completed. Trans-Ship-Elster is starting the West half of the Napa bridge with two crews and making good progress. Usual local Vallejo contractors have work with more work than they will be able to do before the rains set in.

The Kansas Canal is being done pretty slowly at this time. We have some new work coming up in this thriving metropolis.

The Suisun District is busy clearing through your union. The Forest Service have been calling for calking skinners and blade men for a job out in the Wasatch Forest Reserve. This is a pretty fair job but so far we have been having trouble finding men to go out for them.

The Local Union No. 3 desire to fulfill its obligations to lend every aid towards the War effort.

The door prize was won by ticket number 89310 which was held by Ernest Miller, 1821 San Pablo Avenue, El Cerrito, California.

President Clancy read the receipts for the เปผงกําปง and other monies sent to the General Secretary-Treasurer.

Business Agents Reports

It was regularly moved and seconded that the business agents' reports be dispensed with. Carried.

There being no further business the meeting adjourned in memory of Brother Tom Fox.

Respectfully submitted,

C. F. Mathews
Secretary.

Door Prize

The door prize was won by ticket number 89310 which was held by Ernest Miller, 1821 San Pablo Avenue, El Cerrito, California.

President Clancy read the receipts for the People's Post-War Prosperity Program. He also called to the attention of the membership the Pan-Humanity League. His remarks were well received by the membership.

The Burnetti district called the attention of the members on the fact that Utah is a critical labor area as set up by the War Manpower Commission. When leaving a job be sure and get a referral slip and do not, under any circumstances, go on another job without being properly cleared through your union.

We are informed by the War Manpower Commission that they are going to enforce the penalties for this violation on both the employer and the employee.