



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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SAN FRANCISCO, CALIF.

AUGUST 17, 1945

AFL PRESIDENT GREEN URGES PASSAGE OF BASIC WAGE, RECONVERSION LEGISLATION

State Insurance Fund

By PAUL SCHARRENBERG

Director, State Department of Industrial Relations and Chairman, Industrial Accident Commission.

When the idea of a compulsory workmen's compensation law was advanced in 1912 and 1913, one of the strongest arguments raised against the proposed legislation was that its enactment would leave employers, particularly the small employer and all employers engaged in the so-called hazardous industries, at the mercy of the casualty insurance companies.

It was the contention of employers that insurance would be essential if they were obliged to assume responsibility for every employee injured in the course of his work, regardless of fault. On the other hand, it was feared that premium rates for such insurance would be so high as to seriously endanger business. Particularly would this be true in competing with employers from other states engaged in manufacturing the same or similar articles.

The Small Employer

As for the small employer, it was admitted that he would face serious difficulties in obtaining workmen's compensation insurance; in fact, insurance carriers writing employers liability insurance had already adopted the practice of refusing to issue policies when only a small payroll or premium was involved.

To meet these objections, a state-operated, self-supporting, non-profit insurance company, the State Compensation Insurance Fund, was proposed. This Fund was to operate in competition with all other carriers and provide insurance protection at fair insurance rates for employers and, by its practice and example, fair treatment for the injured employee. Accordingly, by an act of the Legislature of 1913, the California State Compensation Insurance Fund became effective on January 1, 1914. The Fund offers insurance protection under the State Workmen's Compensation Law and is also authorized to write insurance under United States Longshoremen and Harbor Workers Compensation Law. The objectives of the Fund are:

1. To offer employers insurance protection at the lowest possible cost.
2. To operate in free and fair competition with other insurance carriers acting as a yardstick for the securing of fair premium rates for employers and fair treatment for injured employees.
3. To pursue the policy of being a warm-blooded institution rather than a cold-blooded one and to be influenced by the moralities involved in each situation rather than by the legalities alone.
4. To relieve human hardship and to protect human lives through safety education designed to guard against the hazards of industrial injury.



PAUL SCHARRENBERG

At present the Fund operates under the jurisdiction of the Industrial Accident Commission as the board of directors or governing body. The commission determines the general policy of the Fund and leaves to the manager the administration and general supervision. After September 15, when the reorganization of the Department of Industrial Relations becomes effective, the State Compensation Insurance Fund will become a separate Division in the Department with a Board of Directors of five members consisting of the Department's Director and four others to be appointed by the Governor for overlapping four-year terms.

Fund is Self-Supporting

The Fund is required to use the same rates and classifications established by the State Insurance Commissioner for insurers generally. Under the system used by the Insurance Commissioner in the calculation of these rates, a loading of 40.6 per cent is included for operating expenses or overhead. The law provides, however, that the Fund shall be merely self-supporting and that the rates shall be only sufficient to carry out the specific purposes stated in the law. Consequently, all excess premiums collected by the Fund are returned to policyholders. These profits, returned as dividends, are paid in full

(Continued on page 8)

Local supports center to help local veterans

A new Veterans' Information and Service Center, supported by the San Francisco War Chest, has been opened at the City Hall, first floor, Walter Haas, War Chest president, announces.

The center is operated by the recently incorporated San Francisco Coordinating Council for Veterans' Services, representing 56 civic, veterans', welfare and labor organizations.

George J. Johns, representing the San Francisco Labor Council, is a member of the board directing the center's operations.

The center is planned to guide World War II veterans to the specialized services they need in their adjustment to civilian life, including veteran's benefits, employment, education, or help with personal or family problems.

The War Chest has appropriated \$18,000 to operate the center for the remainder of this year and promises continued support for 1946.

Engineer in Army Air Corps taken by death

Funeral services for 2nd Lieut. Howard Lee Nicholaisen, 27, army air corps, were held last July in the Roy L.D.S. chapel in Ogden, with Bishop Leslie Stoker officiating. Nicholaisen was a member of Engineers No. 3.

Pilots acted as pallbearers. The Ogden arsenal had charge of the graveside military honors in the Ogden city cemetery.

The Passing Show

In these meat-shortage days you often have to hear baloney and eat it, too.

We used to walk to reduce—now we are reduced to walking.

The fellow who thinks he picked out his wife is a soft touch for any good salesman.

HONOR ROLL

Operating Engineers
Local 3

★
2095

MEMBERS IN ARMED SERVICES

Operating Engineers No. 3 have 2095 members in the armed services to date. The known Gold Star members to date number 12.

Adheres to labor pledge on strikes, but declares worker getting restless

(AFL President William Green presented a three-point program to reduce strikes to a minimum in a recent radio talk on the A. F. of L.'s LABOR, USA program over a nation-wide American Broadcasting Company network. The text of his talk is printed herewith.)

Recently the newspapers again have blossomed with stories about strikes. Headlines last week told us with a great deal of emphasis that fifty thousand workers had quit their jobs. But strangely enough, not a word was said about the fifty million workers who remained faithfully at their tasks. That, apparently, was not news.

I want to assure the American people that the American Federation of Labor is completely sincere in its no-strike pledge for the duration of the war. Until Japan surrenders we will not excuse or condone or sanction any strike for any cause. We are proud of the fact that only a small percentage of those engaged in strikes at this time, or at any time during the war, have been A. F. of L. members. In proof of that statement, let me cite the official figures of the Department of Labor which show that only 28 per cent of the time lost by strikes last year was attributable to workers who belong to American Federation of Labor unions. That figure is especially significant when you consider that the seven million members of the American Federation of Labor constitute more than half of the organized workers in the nation.

Signs of Unrest

But it would be a mistake for us to ignore the fact that current strikes are symptomatic of a growing unrest among American workers. This unrest results from concrete and painful causes.

First, take-home wages have been sharply cut by reduced overtime. Second, many workers have lost their relatively well-paid jobs in war industries because of cutbacks and the only new jobs available to them offer much lower wages. Third, the failure of the Government to act promptly in providing adequate unemployment compensation insurance has filled war workers with fear that they will be left stranded when the war ends.

To correct this situation, the American Federation of Labor proposes that free collective bargaining be restored so that hourly wage rates may be lifted wherever no price increases will result. This will permit workers to meet high living costs without causing inflation.

Ask 72c Minimum

As a further step, we recommend that Congress permit minimum wage levels to be raised to 72 cents an hour in industry. This would provide a minimum wage of \$28 a week before taxes. Certainly, no American family can get along on less at present day prices.

Finally, we call upon Congress



WILLIAM GREEN

President, American Federation of Labor.

to enact without delay the unemployment compensation proposal urged by President Truman, under which the Federal Government will supplement State funds so that workers with families could receive as much as \$25 a week in unemployment insurance for 26 weeks.

I am confident that such action will reduce strikes to a minimum.

Board Approval Not Needed for Accrued Payment on Vacation

San Francisco, Calif.

Approval of the War Labor Board is not necessary in order to pay accrued vacation payments and nonproduction bonuses on a pro rata basis to employees who are discharged without cause, the National War Labor Board said in a statement received by Chairman Thomas Fair Neblett of the Tenth Regional War Labor Board.

Employers who desire to adopt a different plan, however, are required to obtain WLB approval.

Howard Brubaker offers a good suggestion for discriminating between good Germans and bad: "Our motto undoubtedly ought to be that no German can be trusted unless he has a good jail record."

Problems of the peace

Shortly before this issue of the News went to press, the announcement came that the Soviet Union had formally declared war on Japan, thus becoming an ally in the East as well as in the West. Russia's entrance into the war against Japan, plus the tremendous destructive power of the "atomic bomb," means an early collapse of the Japanese war potential. We are faced with the fact that the war will end with dramatic suddenness—with the United States Congress still dawdling with pressing problems of reconversion and massive cutbacks throwing millions out of work.

Organized Labor everywhere must energetically back up the program of the American Federation of Labor for removing crippling labor controls, for adopting reconversion legislation to cushion the coming shocks of war dislocation, to maintain adequate price control to prevent post-war inflation, and to liberalize social security legislation. Perhaps before this reaches you, President Truman will have called Congress back into session to deal with these critical problems.

As we go to press, the entire nation is on "pins and needles" concerning the stalling of the Japanese on acceptance of the final surrender terms. The news of Nippon's surrender may come within a few minutes after these papers roll of the press. But, regardless of how long it takes to "finish the job," the big problem of providing security and jobs for all remains. Let us see that this problem is solved!

Lesson of the 'bomb'

The entire world was electrified when President Harry S. Truman made the sensational announcement about realizing the century-old dream of philosophers—the "splitting" of the atom, thus releasing the tremendous forces locked up in the ultimate constituents of matter. The "atomic bomb" is proof that science can make this world one of security and abundance for all. The United States, by taking the lead in financing and developing this revolutionary idea, has shown that it "has what it takes" to lighten the toil of the workers and to harness the elements to produce the luxurious life for everybody.

Our war effort in general has demonstrated that, with our social organism properly organized, we can have a national annual income of hundreds of billions of dollars. If we can do this in wartime, for purposes of destruction, we can do it in peace time to advance the security and happiness of our citizens.

Labor must take the lead in insisting that this potential heritage of abundance be realized for the American people, and the trade union movement, always the progressive spearhead in our social and economic life, must remain in the vanguard.

Good news for Geneva

Of interest to all members of Local 3 and especially to those in Utah is the news that the U. S. Steel Corporation, according to its president, B. F. Fairless, will make no further effort to acquire the \$200 million mill at Geneva. Previously Bethlehem Steel had withdrawn from the competition. This, it was thought, leaves Henry J. Kaiser an open field. Kaiser recently announced that he would bid for the Geneva plant and operate it in the post-war period in connection with his California plant in Fontana.

The new development seems to indicate that the Geneva mills will be retained to help expand the badly needed steel industry for the West, and thus provide thousands of jobs for members of Local 3 and other crafts.

Reports have been going around that the United States Steel Corporation is planning for considerable expansion of its facilities and productive capacity at the Pittsburg plant. However, this, says Henry Kaiser, will not interfere with his own plans.

Developments indicate that the Western States are going to have their own iron and steel base before many decades have passed. The need for this has long been known, but competing firms have tried to keep it bottled up in the East. Consumers can profit from this western development, too, for the elimination of transcontinental freight costs would bring down prices on finished articles.

NOTES ON BRITAIN

Before the war Britain had completed extensive plans for the development of her West African Colonies, and in 1940 money was made available for that purpose. This work is now being accelerated. Several hundred thousand West Africans joined the British armed forces where they received valuable training, learned many new skills and trades, and developed a new and broadened outlook through service abroad. The women have had to learn to manage money (allotments) in the absence of their husbands. The growth of air communications has increased the strategic importance of West Africa and the British Treasury is now making grants for the improvement of roads, education and health services, water supply, power, etc.

The price of survival of the British Commonwealth and Empire in the 5 1/4 years of war up to May 31, 1945, has just been revealed as 1,427,643 killed, wounded, missing and prisoner of war. The toll included 532,233 dead or missing and presumed as dead, and 559,372 wounded. Of the 336,772 killed (excluding those presumed killed) in the British armed forces, 233,042 were from the United Kingdom alone. The total casualties of the British Merchant Marine came to 45,315. Of the Home Guard casualties, 1206 were killed and 557 wounded; and of the civilian casualties, 60,585 were killed and 86,175 wounded.

During the European war, 75,000 merchant ships, involving some 2200 convoys, were escorted across the Atlantic by the British, Dominion and European navies working under British control. More than 200,000,000 miles were sailed by these vessels, and only 574—one ship in 131—were lost. Additional protection was afforded by planes of the RAF and RCAF, which flew 43,800 sorties in escort duties. In addition, nearly 1500 merchant ships were escorted by ships and aircraft carriers of the Home Fleet to and from Northern Russia; and 173,000 merchant ships were escorted in some 7700 British coastal convoys.

The British Army's airborne forces have used many methods to locate supplies dropped by air. The basic method is to use parachutes with brilliant canopies of blue, yellow or red. For nocturnal operations and in dense jungle country, a low power light with dry battery and bulb is attached to the base of the container. Another device sometimes used is the ringing of a bell, operated by clockwork mechanism and audible 100 yards away.

Bombing during the war damaged 1150 London schools. Of these, 290 were demolished or seriously damaged, 310 less seriously damaged and 550 slightly damaged. Damage to school equipment in London is estimated at \$800,000, and at an additional \$1,000,000 in the provinces.

There'll Be a Day

The President's appeal for a permanent Fair Employment Practices commission is not getting warm support from Congressmen of either party. Some statesmen feel that it is bad taste to advocate racial equality except in a campaign year.—Howard Brubaker in NEW YORKER.

Report of last meeting

The meeting of August 4 was called to order at the usual time, President Clancy presiding. There were sixty-five members present.

The minutes of the Regular Meeting of July 7, Executive Board meeting of July 21 and August 4 were read and the acts and recommendations were approved as read.

Communications from the Governor's Office, Central Labor Council of Alameda County and Father Flanigan's Boys Home were received and filed.

Communication filing charges for violation of the Constitution was read and the date of the trial set for August 25, 1945, at 8:00 p.m. at Eureka, California. Motion to this effect carried unanimously.

In the case of the trial set for this meeting, it was moved and seconded and carried that this matter be laid over one month, since neither of the principals were present.

Brothers Clyde Stonecipher, Robert McCreery and Robert Rush were reported ill.

Brothers Charles Bromley, Arthur Coyle, Julius Villalobus and C. T. Thompson were reported deceased.

Brother A. B. Wadman was reported injured and in Mary's Help Hospital.

The following Business Agents rendered their reports which were accepted as rendered: Foss, Never, Walther, Murphy, Clem, Bryson, Metz, Spence, Vandewark, Riley, Clancy and Swanson.

There was a general discussion in regard to the validity of the By-Laws and Constitution.

The Treasurer's report was read by Brother Vandewark and accepted as read.

Under unfinished business, Brother Clancy made a report on boom trucks.

The door prize was won by Brother Floyd Hansbrough.

There being no further business, the meeting adjourned.

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.

Gold mining peps up in Redding area as 'Uncle' releases the go signal

By E. A. HESTER
Business Representative

Redding—Activity in the Gold Mine Industry has begun to pick up. The Nevada Mining Company is now building and repairing roads and bridges into the Tangle Blue Mine in Trinity County. They expect to be producing the precious metal soon. Brother Andy Dobbis is operating the cat.

A crew of five heavy duty repair men are now getting the big Thurman bucket dredge in shape for operation and expect to be producing soon.

Old Mine Opened Up

The High Divide Mining Company of Nevada is now opening up the old Uncle Sam Gold and Copper Mine in Shasta County, and also expect to be producing soon. There is test work going on at other mines in Trinity County.

Brother R. H. Cochran is all set to go with the Blue Gravel Mine when he can obtain priority enough to buy some balls for his ball mill. When this mill is operating Brother Cochran works about sixteen men.

Highway Repair Job

J. Henry Harris of Berkeley, California, was recently awarded twenty-three miles of highway repair and seal coat work near Red Bluff, California. Also another fourteen mile job of the same kind of work on Highway 99 north of Redding, between Project City and the mighty Pitt River Bridge. The firm is now moving in.

Baker Brothers of Chico are going along with their logging road at Little Valley and are in need of some men, particularly blade men.

The Phoenix Construction Company of Bakersfield, California, will have the logging road finished in about thirty days.

Brother Joe Manzebo, master mechanic for Andy Gladney at

Montague, reports that he is doing well.

Brother Joe Scholl, steward on the Ruddy & Sons road job near Nubieber, reports that everything is going as smooth as glass.

Brother Jack Tucker has gone back with the Forest Service Department.

Brother Jack White recently blew in from Colorado and is looking for a job. Jack is an all around shovel and dragline operator and is first class on any rig.

Graves Back from War

Brother D. C. Graves recently returned to Redding from Germany where he participated in several major engagements against the enemy. It will make you have nightmares to listen to him tell what he did, saw and heard. After his thirty-day furlough he will be on his way to the Pacific field, and said it wouldn't take him long to polish off that Jap!

I had a letter from Brother W. W. "Bill" Ross somewhere in the Pacific and he said he was doing all right. His wife and two babies live in Burney.

I regret to report that I just received word from Mrs. Reynolds that her husband Brother Woodrow Reynolds was killed Monday, July 30, 1945 while working for Ruddy & Sons near San Andreas. A tree fell on him.

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Stockton area has record month; big jobs finished, more getting under way

By ED DORAN

Business Representative

Stockton—The Stockton area has had an exceptional month with everyone working with but a few shovel runners. The prospects for them don't look so good at the present time.

Pomeroy-Sinnock has a little job with his derrick barge furnishing steam while the boilers of ships are being repaired.

The Pacific Pipeline Company of Los Angeles has a job from Tracy to Byron. The work consists of taking up the old line to repair it, then it is replaced.

The Pacific Pipeline Co. of Los Angeles has a job from Tracy to Byron. The work consists of taking up the old line to repair it, then it is replaced.

The P & S Construction Co. of San Jose has completed their sewer job in Stockton and are moving the equipment to another job.

Finish Airport Job

A. Teichert & Company have completed the Airport job at Stockton Field, and have moved most of the men and equipment to Rough and Ready Island where they are paving the streets and parking areas. They expect to complete the work this month.

Raymond Concrete Pile Co. is less than half finished with the piling on Rough and Ready Island. This Company has about 6 months to go before completion.

MacDonald-Kahn Co. has started to pave the docks on Rough and Ready Island. Pat Azavedo is operating the gantry crane used to place the concrete.

Geo. Patterson has moved his "cats" from Buckhorn Lodge where he has completed a road job to Fairfield.

Ruddy Highway Done

M. J. Ruddy has completed the highway job out of Modesto, and the railroad job at Pickering is going full blast. Jim Simpson, after trying for a week, finally arrived on the job.

Standard Materials Co. of Modesto is doing a little street work at the Crows Landing and Vernalis Naval Air Stations.

Brother Art Greener is operating the clam shell at a housing project in Modesto. Brother Greener has just returned from 18 months overseas with the Navy.

Tracy Job Progresses

W. A. Bechtel job at Tracy is going along fine. Pete Farish has a couple of "cats" on the job. N & M. Ball have a roller. Bethlehem Steel is placing the iron, but due to the lack of steel they are going slowly. Brother Lloyd Herring has just come back from the wars, and has gone to work for Lasish.

Fredrickson Bros. have started to operate the Hot Plant and Crusher set up in the Periera Bros. gravel pit at Tracy. Brother McNutt is plant foreman, and it is sure a relief to have a rock plant which the business agent doesn't have to live with.

Any brothers passing through Livermore needing gasoline or oil, stop at Brother Wallace McLean's place, it is located on South L Street. The place is called Delvell's Service Station.

Brother Oscar McMullin is in the hospital being treated for an old injury received while working for Traits-Morrison-Knudsen. Brother "Mac" should be up and around shortly.

Brother Jim Barnech has returned to the hospital, this time for broken bones in his feet. He was run down by a carryall on the Fairfield job.

Brother Del Farris is laid up in the St. Joseph hospital with a couple of broken legs. Brother Del was injured when a pile of cases fell on him while working for Daley Bros. Del will be laid up for some time.

Brother Joe Souza is still in St. Joseph's hospital with compound fractures of his left leg. He also will be laid up for an undetermined period.

Writing stuff for this column is the hardest thing ever assigned to me, so if any of you Worthy Brothers have anything you would like to have in this paper, bring it to me, and I will do my best to get it in the next issue.

For the information of our members who desire to transfer to Local No. 12 with contractors equipment, the following is a copy of agreement which is now in effect between Local No. 3 and Local No. 12:

INTERNATIONAL UNION OF OPERATING ENGINEERS LOCALS 3 AND 12—AGREEMENT

Definite Policy Under Which the International Union of Operating Engineers, Local Union No. 3, and the International Union of Operating Engineers, Local Union No. 12, will accept transfers of certain members coming within the jurisdiction of either Local Union No. 3 or Local Union No. 12 with contractors equipment.

1 (one) Foreman having supervision over the operation of equipment.

1 (one) Foreman having supervision over the Heavy Duty Repairmen.

1 (one) Heavy Duty Repairman.

1 (one) Operating Engineer with each specific piece of equipment.

Provided:
Member must be in good standing in the International Union of Operating Engineers for a period of at least sixty (60) days at time of transfer.

Member is recognized by the Union as being an employee of the Contractor immediately previous to transfer.

Member shall have a clearance from the Business Representative in the District from which he comes, certifying he was employed on the specific piece of equipment or within the classifications enumerated above immediately previous to coming into the jurisdiction of either Local Union.

Transfer is to be deposited with the proper representative in the District before he be permitted to go to work.

Transfers are subject to acceptance only at the first meeting of each month, and said member shall pay permit dues until his transfer has been accepted.

In no case under the terms of this agreement will a Contractor be permitted to bring into the jurisdiction of either Local Union under the terms of this agreement more than ten (10) men except by agreement with the Local Union involved.

THIS AGREEMENT shall be applicable only when the Contractor shall notify the Union fifteen (15) days previous to moving into the jurisdiction of either Local Union.

VICTOR S. SWANSON,
Manager, Local No. 3.

J. C. FITZGERALD,

International Representative.

If you are going to move to Local 12's District, come into your Union office and get a clearance and you will automatically be eli-

Dredge operator pact approved, waits on board

By T. D. BRYSON
Business Representative

San Francisco—The new Dredge Agreement has been approved by the Dredge Owners Negotiating Committee and is now in effect except that part which requires approval by the War Labor Board and the Office of Price Administration. Any part of the agreement that provides for an increase in wages or adds in any way to the cost of the job must be approved by the governmental agencies before becoming effective. We have asked for a speedy approval of these features and hope that it will only be a short time until we can print the entire Agreement and furnish all the members with a copy in pamphlet form.

There have been some changes in the location of some of the dredges since last month. The Papoose and Monarch are still at Hunter's Point where I understand they will soon finish up. The Richmond and San Pedro are at California Point, the Pearl Harbor is in the yard at Oakland getting ready to go to the same job. The Olympia and the Pronto are on the Alameda Naval Air Base job. The Trojan is still at Bay Farm Island. The Golden Gate is still in drydock at the General Engineering yard in Alameda. The Alamos is still at Rough and Ready Island. The William H. Palmer has moved to Sacramento where they are getting started on a job for the U. S. Engineers. The Duwamish has finished the job at the Oakland Army Transport Docks and moved to the Richmond yard where she is undergoing some repairs. The Roberts Island "Clam Shell" is on the Grantline Canal in the vicinity of Tracy. Dutra's two clamshells are busy, the Mallard is on the California Point job and the Edwards is working on the salt beds at Redwood City. The Associated Dredging Co. has two of their clamshells in the yard at Pittsburg undergoing some repairs. The No. 2 is at Collinsville and the No. 4 is still upon near Eureka.

Deaths Reported

It is with sincere regret that I must announce the deaths of two of our old time members. Brother Clarence A. Crow, known as "Pete," was killed in an accident at the General Engineering and Drydock Yard in Alameda where he was skipper on the Dredge Golden Gate. Brother Arthur Coyle died of a heart attack while working on the Alamos at Rough and Ready Island. Those two brothers were well known by most of the dredgemen who join me in an expression of sympathy to their bereaved families.

Deckhands Very Scarce

The deckhand situation has not improved any, if any change it is worse than at the last report. Most of the dredges are short of deckhands. We also need several mates and a few suction dredge levermen. We are hoping that when the new agreement becomes effective we will be able to supply these men more readily as there are some features that will make the job more attractive.

gible to work upon depositing this clearance into any branch office of Local No. 12.

NOTICE TO MEMBERS

The Engineer's office will be moved to the first floor, room No. 3 in our Labor Temple this month. The office will also be kept open until 6:30 p.m. every Friday, except the Friday before our regular meeting it will be open until 8 p.m.

Our regular meeting is the first Saturday of every month. Remember the date.

Manpower shortage still biggest headache in San Jose; demand all classes

By M. G. MURPHY

Business Representative

San Jose—This report will be very brief, as there is nothing new on which to report in this territory. Our biggest trouble at the present time is a manpower shortage, but this situation exists in almost every other territory, and we must suffer alike in this national emergency whether it be employer or employee. During the past week I've phoned nearly every office in Local 3 asking for operators for certain types of equipment and those "Dear Brother Representatives" tell me to go to the well-known destination of all habitual sinners.

We are short of oilers and operators at all three of the Permanente Metals plants, Natividad, Moss Landing and Los Altos, also at Watsonville, Santa Cruz, San Jose and Moffett Field and so it goes on down the line. I believe Brother Metz of Fairfield and Brother Lawrence of Sacramento have either a No. 1 priority or a monopoly on our No. 3 operators and I do believe those brothers are the two culprits who are responsible for the manpower shortage within a radius of one hundred and fifty miles of the aforementioned centers. I guess there is nothing much we can do about it so will have to do the best we can under the circumstances.

"Help!" IS the Word

Aside from that brothers, I can't say a whole lot but I do hope Local 3 will always have a demand for operators and oilers alike (not that I want to see any of our jobs held up through a shortage of manpower nor do I wish to see any of our friendly contractors being compelled to pay a penalty by running over his time limit) in its jurisdiction, so when a brother reports for work, he won't be waiting day in and day out for a job and a clearance.

News of Our Brothers

Brother Ray Bishop was in the office to pay us a visit after about two and a half years in the South Pacific. Ray believes his overseas duties to be finished and when his thirty-day leave is over he reports back to San Diego where he anticipates a long stay. . . . Brother L. W. Kashka who has been stationed in the Aleutians is now home on a thirty-day furlough and was in the office to pay us a visit. . . . Brother Fran Bell also paid us a visit a week or so ago. He has just returned from the South Pacific and is on a furlough. Fran looks swell and wished to be remembered to all of his friends. It's good to have the brothers coming back after such a long absence. Brother Oswald M. Johnson has taken out a Withdrawal Card. He has gone into the garage business and is doing business under the name of San Jose Truck Service. Good luck to you, Oswald. . . . Another of our brothers has taken out a Withdrawal Card and gone into business. Brother Floyd Morgan has gone to Oregon where he is going to run a small saw mill. . . . Received a nice letter, also some Japanese money from Brother Lonnie Lanning who is somewhere in the Philippines. Brother Lanning is with the Seabees and says he enjoys his work. He wished to be remembered to all of his friends at Permanente and particularly Ed Caton and J. W. Matus.

Received an interesting letter from Brother R. R. "Dicky" Calcianno M.M. 1/c, also some VERY interesting pictures. Dick is on Island X of the Ryukyu Group (Okinawa, I gather). Says he has been through some tough fighting

but so far has been very fortunate. Dick also says he will be glad to be back in the States skinning "Cat" where you don't have to keep one eye open for a "Nip" behind a rock ready to take a pot shot at you. . . . Had a V Mail letter from W. A. "Handsome Bill" Crosson from Luzon. Bill said so far he was unassigned but expected to start pulling levers any time as there was lots of stuff to be bailed. . . . Received an interesting letter from Brother John Sharp who is with the M. K. Company in Alaska. John says the nights are plenty short up there just now. You no sooner get to bed than it's time to get up. Says he laid a cigarette in the ash tray before he went to sleep the other night and it was still smoldering when the breakfast bell rang the next morning. . . . Understand Pvt. M. D. Bynon (son of T. M. Bynon, Financial Secretary) is back on this side again after doing a stretch with the Marines. He was wounded at Okinawa and is now recuperating in Oak Knoll.

Work holds up for North Bay area, reported

By H. O. "HEINIE" FOSS
Business Representative

San Rafael—Frederickson Bros. have finished their \$100,000 project Tiburon way and have gone back to Port Chicago. Piombo Bros. are now busy on second contract of \$400,000 plus, railroad installation, ammunition dump, California City, American, San Francisco, and Dutra Dredging working on substantial contracts same place. Macco-Knudson & Gerwick making cement piles for this project at Petaluma, 2½ million involved.

Three gantries, one derrick, other miscellaneous equipment working two shifts. Brother Ted Hicks is the steward on the job. We find Brother Oscar Plum on the steam rig here, Chambers the Master Mechanic, E. Von Raesfield, formerly with McPhail, supplying aggregates with modern plant known as Petaluma Building Materials Co. This is the most up-to-date plant in this district, and our members are in complete charge. We know Raesfield can't miss on this venture with Basalt Rock supplying.

Ammunition Dump

Peter Kiewit & Haas on joint venture at Ignacio ammunition dump working large crew, more to be added, approximately \$750,000 job. Brother McCaffey pusher on job. Brother Ray Poor recently lit here after a nice vacation in Oregon, says he can now bust nuts in one wallop!

R. A. McEwen has a big sub job. Teed pushing and Hanson nut screwer, have big crew and more coming. Macco have overpass here \$250,000 worth and just stringing out. Duncanson-Harrelson and Healy Tibbetts working on piers for loading docks, over \$3,000,000 this job. Pile drivers are so thick the gulls break their necks trying to fly through!

Ed Forde got finished at Mare Island and with Brother Wechl and crew started on State job here with small crew.

Johnson & Nelson keep several of No. 3 members busy, have lots of work. Brother Nelson of this firm rustles work and does a little operating.

(Continued on Page 5)

Round-up of the news from Utah

By C. L. Casebolt, Salt Lake; T. L. Clark, Salt Lake; Scott Ledingham, Ogden; C. R. Van Winkle, Provo—Bus. Representatives

From Salt Lake:

Much of my time during the first half of July was taken up in negotiations with the Utah Copper Company. The Agreement with the Company has now been signed and we are negotiating travel time for the employees as directed by the National War Labor Board. This is quite a controversial issue and undoubtedly will require a good deal of attention.

Work in the oil fields is progressing along as well as can be expected and all jobs within our jurisdiction are running union.

Engineers in Wyoming

We have a great many engineers working in Wyoming for different contractors under a wage scale which is not entirely satisfactory to us. I attended a meeting with the Wyoming State Highway Commission in Cheyenne on July 26th, which was very satisfactory. The Commissioners were very agreeable in arranging a joint meeting between their committee and a labor committee to set up a proper wage scale covering the State Highway work, this will be very beneficial to the engineers. We are also taking this matter up with the various contractors and they are also agreeable so perhaps in the future we will be able to have these matters corrected. Wyoming is a very large state and to swing around it back to Salt Lake requires several days driving and a great deal of gasoline.

The work in general for the engineers is good. We have only one shovel crew out of employment and a great shortage of cat skimmers and mechanics at this time. Our jobs are small and a long way apart but apparently nearly everyone is happy.

We are making some progress in the Stationary field as our brothers are gradually being placed on these various positions. This stationary field has been neglected for so many years that it will require a long period of time to organize it as it should be.

Brother Emery Bissel was injured on the Enoch Smith job yesterday and is in the Dee Hospital at Ogden with a broken leg. We are very sorry to hear of Brother Bissel's misfortune and the brother engineers are requested to visit him while he is laid up.

The highlight of the month was a visit paid us by Brother V. S. Swanson and Brother Harry Metz. We were very happy to have them in Utah, if only for a few days and will look forward to having them visit us again.

So, until next month I will bid you good by.

—C. L. CASEBOLT.

We have been having some very hard rains the last few days, but they have not stopped any work.

The Toole job is about completed.

W. W. Clyde Construction Co. and Mendenhall, Whiting & Haymond Construction Co. has been there for some time. Gibbons & Reed Construction Co. has finished their part of the job and has moved off. They are moving on their new job at Idaho Falls, Idaho. We have cleared four engineers to them.

Lee Young Construction Company is doing quite a bit of street work in Salt Lake.

We have two large housing jobs starting.

Floyd Whiting Construction Company has some work at Dugway. Leland Tuft has several land leveling jobs in this district.

Boys Go Contracting

Two of our members, Brother Wood and Brother Ewell, have gone in the contracting business. We want to wish them success. They are getting off to a good start, they have 240 basements to dig and a lot of ground clearing and street work to do. They have a Shovel and two Cats and are really using them.

Hebe Glenn Construction Company is doing quite a lot of work in Utah and Wyoming.

We could use a few more cat men in this territory. The Utah Construction Company is doing a stripping job at Bingham Canyon. The Dike job is all done, we have a few men there cleaning up.

The Anderson Brothers Pipe Line is finished on this end.

We have been sending a lot of men to Morrison-Knudson Construction Company but have not been able to keep them supplied. Quite a few men come through here but only a few stop. Our service men do not seem to get settled, but I guess we cannot blame them for that as they have done a very good job elsewhere.

—T. L. CLARK.

From Ogden:

North half of the State of Utah is very quiet, with only a few jobs working, prospects for any work is not very promising.

Reynolds Construction Co. on Snow Basin job are making good progress.

Wheelwright Construction Company has started a new water line for the Ogden City.

The Utah Construction Company at the AFS Depot has their concrete plant in operation. The job should last for the next 60 days.

Vic Newman Company at the Ogden Arsenal with their underpass job are making good progress.

Drive Pile on Cutoff

Morrison-Knudson Company has been driving pile on the Lucin Cutoff for the Southern Pacific Railroad for the past two seasons and are now storing materials for the next year. I was out there Thursday, arriving in time for breakfast. Their food is extra good and plenty of it, I now understand why we have no kicks from the boys on that job.

The Ogden office hopes to have more news to report in their next news letter.

—SCOTT LEDINGHAM.

From Provo:

The calmness of our existence was shattered here in Provo last month by a spontaneous walkout of the employees of the Central Maintenance and Rolling Mill Departments at the Geneva Steel Company.

I had been making my usual monthly tour of the jobs in Southern Utah and had returned late Saturday, June 21. The next afternoon at 3 p.m. our very efficient Steward in the Steam Crane Department, Brother Verl Van Leuven, informed me that the men had started walking out Saturday evening and were still continuing to leave the job. Naturally concerned, I immediately began contacting the officials of the various unions and helped arrange for a meeting of the people involved for Monday noon in the ball park. I also met with the Grievance Committeemen and Stewards Sunday evening and Monday morning in order to determine and compile the issues involved.

Charge Bad Faith

The main complaint of our membership at Geneva was a charge of

lack of good faith on the part of the Company's officials in putting into effect the agreement between the American Federation of Labor and the Geneva Steel Company. The membership charged that they had shown this: (1) By the dilatory manner in which they handle grievances. (2) By their general refusal to abide by the spirit of the agreement in regard to seniority. (3) By the attitude of the Company's officials toward the Union representatives. (4) By the failure of the Company's officials to abide by the agreements between the Union and the Company. (5) By the failure of the Company to grant vacations to eligible employees, although in many cases it would not affect production. (6) By its failure to pursue a uniform program throughout the plant. (7) By appointing foremen who are neither competent, know how to handle men, nor to conduct work in a safe manner. (8) By requiring employees to perform work outside of their respective jobs. (9) By failing to define these jobs as directed by the War Labor Board. (10) By suspending employees without adequate reasons or hearings. (11) By abolishing the position of gang leader.

I also insisted that an immediate attempt be made to have the Company's officials agree to meet with the Union representatives to iron out the difficulties. This they agreed to do if the men and women involved would return to work. At the mass meeting in the ball park, over which I presided, and at which approximately 800 Geneva employees were present, this Company proposal was presented. The members present agreed to return to work provided an immediate settlement, satisfactory to them, could be had.

Discuss Issues

For the rest of the week we met with the Company's officials and discussed with them the issues involved and on Friday received a written answer from the Company that satisfactorily answered the grievances outlined above and which gave assurances that the reasons leading to them would be eliminated. This was presented to the people involved in meetings held on Friday evening and Saturday noon and the members agreed to accept and give the Company proposals a trial.

I believe that the incident has done a world of good and if the lessons learned are properly used by both the Company and the membership, cannot but help lead to better relations.

Geneva Plant Problem

The question of the disposal of the Geneva Plant is still agitating the population hereabouts. According to Congressman J. W. Robinson, with whom I have talked lately, the Defense Plant Corporation does not intend to sell the plant outright because of the difficulties involved in an outright sale, but will lease the plant for five years to some company that can give adequate assurances that it will operate the plant. After the five year period, as I understand it, the plant then would be sold. According to the Congressman, no company made a bid on the plant last month but the United States Steel intends to bid as this Company asked for additional time to present a bid. Present plans call for, according to the Congressman, a reconversion job that will run between thirty-seven and thirty-eight million dollars.

Construction work remained, during the last month, on about the same level as reported in my last report. Some work, however, is being finished up and, at the

present time, there are no signs of any new work starting.

Discuss Road Program

In my conversations with Congressman Robinson I took up the question of the road program in this State. This program, by the way, is not to start until the President declares the emergency over, or Congress passes a concurrent resolution along the same lines. Present plans call for about twenty-one million dollars worth of road work during the three years following the ending of the emergency. Sixteen million dollars of this money is to be provided by the United States Government. Five million dollars by the State of Utah. Rumors that the State's road fund is badly balled-up, that it may interfere with this program are unfounded, the Congressman stated.

Reporting for the Jobs

The Carl B. Warren Co. has added a few men to its crew and has moved part of its crew back to Provo Canyon. The present contract for the making of pipe is about completed. However, there is another contract coming up but there may be some delay before it gets started because it calls for a different type of pipe. The work on the line should last to about March next year.

The J. B. and R. E. Walker Co. still has the same crew. Conditions have been better there during the past month and there has been fewer complaints. This Company is still working at the mouth of Provo Canyon and is also working on its Dry Creek part of the job.

The Bureau of Reclamation on its force account work is still working the same crew. It reports that work may be held up because of rights-of-way but that its work will increase this fall when the water goes down.

Work Slacks Off

The F. H. McGraw Co. work at the Geneva plant has somewhat slacked off. However, this company has been switching its men back and forth between jobs and there has only been a couple of lay-offs. Its job at the Pacific States Pipe Company at Ironton is off to a good start. We have eight members on the job at the present time. The present job will run about a quarter of a million dollars and there is a possibility of it being increased later. The superintendent on the job is our good friend and member, Brother John Curlee. Brother Curlee was superintendent of equipment for the U.P.M. Co. for over two years during the construction at Geneva and did a fine job. He transferred from the U.P.M. Co. to the McGraw Co. and was superintendent of equipment for that company until he was promoted and made General Construction Superintendent at Ironton. Our relations with Brother Curlee have always been of the finest and we can look forward to a job that, as far as the engineers are concerned, will be run with a minimum of difficulties.

The Victor Newman Co. on the Orem sewer job is finishing up and the bulk of the crew has been shifted to his Ogden job.

Enoch Smith and Sons street job is going along fine. There are seven members on this job. Their new contract with the City for about fifty thousand dollars additional street work was thrown out, due to the City's claim that they did not have money available for the job.

The Morrison-Knudsen and the Utah Construction Company's railroad work at Delta and Milford, respectively, is finishing up. The crews, I understand, will be for the most part sent on other work in other parts of the country.

Pipe Work Winds Up

The Utah Concrete Pipe Company's work at Richfield is nearing completion. The crews will be sent to either Fillmore, where the company has additional work, or to Idaho, I am advised.

The Utah Construction Company's work at Cedar City at the Iron Springs and Iron Mountain Mines is employing about the same number of members (20). Some difficulty was had in the ore content at Iron Springs which practically closed that mine down, most of the crew at Iron Springs being shifted to Iron Mountain. I take it for granted that the difficulty has been straightened out or I would have been informed.

Our relations with the W. W. Clyde Co. continue to be good. This company has finished up its land leveling job at Enterprise. The other work there, by the way, may be delayed. Its Keetley job for the State Road Commission was going along fine on my last visit, although they had some trouble and had to install a new crusher. The Scofield Dam job is progressing nicely. Most of the Enterprise crew having been shifted there. A little additional work has been started at the Dam in the form of a dike that is being built across one end of the lake to prevent the water backing up.

Announcement:

In our last issue it was stated that the office would open until 1 p.m. Saturdays. For the information of our membership the office will close at noon Saturdays. This has been done so that the office help will only work 40 hours per week which is in accordance with our agreement with the office workers and not 41 as the previous hours made it. I can be reached at my home as announced in the last issue at most times after office hours. The office will continue to open for the convenience of our membership each Friday evening between 6 and 8 p.m.

MEETING SCHEDULES

The meetings of the Local Union are still being held on the second and fourth Wednesdays. The next three meetings will be held on Wednesday, August 22, September 12th and 26th at 8 p.m. Your attendance is requested as there are many important matters that should be discussed by the membership and the meetings are the only place where these can be properly discussed.

—C. R. VAN WINKLE.

Work goes ahead at Merced base

(Continued from Page 5)

ings around the office for a while. We have good news from our Captain "Pete" Petersen, who is now stationed at Manila. He has received that well earned promotion and is now being addressed as Major Petersen. Good luck, Pete, that's the best news yet and hope you'll be with us soon.

HEALTH GROUP TO MAINTAIN SYSTEM OF NURSE SERVICE

New York City Group Health Cooperative has announced the addition of visiting nurse service to the benefits under its plan for prepaid medical and surgical care at no increase in premium. This is the first time that visiting nurse service has been included in a voluntary health insurance plan.

What's doing in the Oakland office

By Al Clem, Joe Riley and Joe Walther, Business Representatives

Local No. 3 Chosen

At an election conducted by the N. L. R. B., on August 6, in the three plants operated by the Peterson Tractor & Equipment Co., your Union was chosen as the appropriate bargaining agent by the employees of this company.

The balloting began at 10:00 a.m. in the San Francisco plant and ran through the day with the polling place operating at Brentwood at 12 noon, and at Hayward at 4:30 p.m. It was a bitterly contested election with four choices appearing on the ballot. The Peterson Tractor Employees' Association, the Operating Engineers, and of course our old friends, the Machinists. They were there with all their 'bull' and numerous phoney promises, ranging all the way from assurance, if the employees would be nice enough to give them the right, to conduct their collective bargaining. They would receive all the good things in this world and a few in

the next ranging all the way from free initiation fees and cheap dues to "pie in the sky when they die."

But the employees in the various plants, being a group of intelligent men, refused to be misled by all this malarkey and cast a substantial majority of their votes in favor of a legitimate Union. Therefore, your officers join with the membership in welcoming this group of men to membership in Local 3.

Big Growth Planned

The Metropolitan Oakland area continues to plan for huge industrial growth at the end of the war. It has been announced by the Board of Supervisors that more than \$3,300,000 will be spent for the construction of Alameda County buildings.

The building program, all post-war with the exception of a storehouse, is designed to provide employment for returning servicemen and former war workers and thus prevent unemployment during industrial reconversion.

At the same time many industries have announced plans to meet the anticipated development at the war's end.

The Judson Pacific Company and J. Philip Murphy, who have merged their interests are preparing for a greatly expanded manufacturing program.

Harry Ferguson, Inc., nationally known tractor and farm equipment manufacturer, has established headquarters in Oakland to serve the 11 Western states.

Westinghouse Electric Company has purchased over three acres in East Oakland as a sales distributing and service center for farm and industrial equipment.

Alameda County Future

In an estimate based on school enrollment, employment records and ration book registrations the California Taxpayers' Association has announced that Alameda County has had a population gain of 43 per cent

since 190 and now ranks third largest in the State. Compared to a 28 per cent gain for the rest of California this gives a pretty complete picture of the amazing strides we have made.

For you fellows who have been away, this growth is bound to be very noticeable when you get back. Those vacant lots, with the tall weeds and the tin can piles—many of them are now covered by trim little homes. In many instances where you remember seeing plowed fields you will see that housing units have sprung up, some with their own shopping centers and schools—complete little communities in themselves.

For those of us who have been here the change has been so gradual that perhaps we have failed to realize what a complete metamorphosis has overtaken our community. It might be a good idea to take a look around. You happen to be living in one of the most progressive districts in the country today!

Big Stone Producer

Did you know that Alameda County led the state in the value of miscellaneous stone produced in 1944? There was a total of 35,370,143 net tons of this miscellaneous stone, including sand, gravel, crushed rock, rubble and riprap produced in California during the year. Of this amount the Oakland area produced 3,231,372 tons of sand and gravel valued at \$2,224,850 and 4,695,743 tons of crushed rock valued at \$3,887,215, which made a total of \$6,112,065. Los Angeles county was in second place with an output of \$4,596,097, according to the Research and Statistical Department of the Oakland Chamber of Commerce.

Elect Clem Prexy

Brother Al Clem has been elected to a three-year term as President of the Contra Costa Building and Construction Trades Council by unanimous vote of the 35 delegates present. This is Brother Clem's 4th term as President of the Council.

Getting around the jobs

Close Construction Company has two miles of road and sidewalks to put in at the housing project job in San Leandro. There is a blade, roller and one cat on the job at the present time.

Manuel Smith is using two ditchers, a loader and dozer on his 30-mile sewer job at 150th Avenue and East Fourteenth Street.

There are seven members doing maintenance work for the Associated Oil Company at Avon.

Grading at Antioch

Roberts Island Dredging Company is doing the grading work at the new manufacturing plant in Antioch. Brother Julian Cantaini, who is operating for them, is busy helping Brother Jess Muller, mechanic, with overhaul work at the present time. Jess, incidentally, is building a new low-bed trailer for

himself in his spare moments. Raymond Concrete Pile Company has moved a driver in and is placing 1,000 concrete piles on this job. Brother Ed Blood is Engineer.

Frederickson Brothers are employing four engineers on their highway job out of Brentwood.

Charles Harney who was the successful bidder on the paving job at the Fleet Supply Base, Oakland, is setting up a hot plant and getting ready to start work.

There are approximately fifteen members employed as crane operators and oilers at the W. A. Bechtel yard on 105th Avenue. Brother Jack Greenwood acting as foreman.

The Fred J. Early Company is doing repair work at the Union Oil Company at Oleum. Brother D. E. Hunt is job steward.

Arris Knapp has a job at the WAAC Barracks in Berkeley. We have three members on this job at the present time.

The George Forni Company of Emeryville has three of our men on the payroll.

During the past month the Pacific Pipe Company, which employs five of our members, signed an agreement with this Union.

Fredrickson & Watson are busy on the Inland Storage Depot job at Concord. With about 50 Engineers out there the job will be going full blast for approximately six weeks, at which time it will begin to taper off.

The contracts for steel barges which has been awarded to the Henry J. Kaiser Company, will re-

quire the work of thousands, it has been announced by T. A. Bedford, Richmond Shipyards Assistant General Manager. The entire steel, fabrication and erection capacity of both Yards One and Two will be needed to do the job.

At the same time Prefab is working on production of ATC all-welded barges for the Army. This job is expected to last well into the winter. Brother L. E. Troxler is foreman and has approximately 28 members working for him now. These three yards—One, Two and Prefab—are all putting men back to work at the present time.

Yard Three reports that 71 ships have been repaired in three basins since April 15th of this year. The fourth basin is now in operation and it is expected that work will be increased accordingly.

Yard Four is still doing some repair work. This yard, incidentally, has just received recognition of its outstanding achievement in reducing the frequency of disabling injuries. Nice record!

Lost Victory Ship

The last of the Victory ships, the S. S. Burbank, has been launched from Yard Two in Richmond. Since the Vanguard slid down the ways a short time after Pearl Harbor, 775 ships have been built in the local Kaiser yards. This last ship was sponsored by Mrs. Henry J. Kaiser. Mr. Kaiser, acting as trigger man, remarked in part, "we are not registering a finality, but beginning the second phase in the achievements of our industrial family."

A. J. McCosker has two shovels operating at the Lincoln Avenue Quarry, loading fill for the job in Alameda.

News about the brothers:

Received a letter from Brother Douglas Cooley not long ago. He is now living in Brookings, Oregon, and at the present time is planning on raising Easter lilies. He says that he will plant about two acres of them this fall.

Brother J. E. Aber is leaving the Bay Area to make his home in Santa Barbara. He has been employed by Bethlehem in Alameda for some time and we feel that there is a great deal of credit due to both him and Brother Rex Stanberry for keeping things running so smoothly and for the fact that our craft is nearly 100 per cent organized in that yard. Brother Aber is going into the Police Department and so if any of you fellows should collect a ticket while traveling through the fair city of Santa Barbara—you know who to see!

The "Diamond Garage" accredited AAA establishment, 3475 Champion Street, Oakland, has been taken over by Brother Ray Butterfield who recently took out a withdrawal card. There is a gas station in connection and Butterfield announces that they will be open for 24-hour service.

In the hospital for an eye operation the first part of July, Brother George Harrison is up and about again.

A Service withdrawal has been issued to Brother Lloyd A. Walker who is hoping to get into the Navy.

Brother Walter "Dutch" Block, has been appointed traveling Superintendent for the Heafey Moore Company. An old timer in this area, we are glad to hear that Dutch has received this promotion.

Expecting to be back on the job in the near future, Brother S. W. McReynolds, who was in Merritt Hospital for an operation the middle of July, reports that he is feeling very much better now.

Another of our members, H. F. Burnett is on the sick list too. At the present time he is in St. Joseph's Hospital at San Francisco and it will be about six weeks before he can go back to work.

Brother J. C. Titus, who has been operating crane for the Cain Steel Company, has taken out his Service withdrawal card. He says he has requested service in the Navy.

Another Local 3 man who took out his Service withdrawal in July is Brother Robert Killip. He expects to be called in the immediate future.

A Big Reunion

It was a happy coincidence that

brought two of the five sons of Brother Fred Conrad home at the same time. Harry, a Chief Motor Machinists Mate, came in from the Pacific and Fred, Pfc. got a furlough on his return from Europe. The other three—Eddie R 3/c attached to a destroyer, Dick MM 1/c on a Repair Ship, and Jack, Pfc., in the Army are all somewhere in the Pacific. Brother Conrad, veteran of both the Merchant Marine and the Navy himself, has been employed in Richmond No. 2 as a member of the trial crew for nearly two years; but says he is seriously considering going back to sea in the near future. Some family!

Brother Bob Creery, who operated compressor for the Ransome Company for the past 18 months, is confined to the hospital.

Brother Charles Corbin, who received a Medical Discharge from the Navy after 28 months in the South Pacific, is planning on going to work as an Engineer soon. Prior to his induction he was relief crane operator in Kaiser's Yard One for 23 months.

Taking a withdrawal card during the last month, Brother Harrison Bedell tells us that he is going into the Automobile and Fire Insurance

business. He will be located at 359 Seventeenth Street, Oakland.

Brother L. O. Johnson also took

Our boys in service

A Real War Drama

Engaged in laying mines and building roads with the Army Engineers in Africa, Brother John B. Gale was captured by Rommel on February 17, 1943. Flown to a prison camp at Furstenburg on Oder, he says he spent the next 26 months doing nothing much but concentrating on how to keep from starving. Often it was nip and tuck, with as many as eight or nine men trying to make a meal on one loaf of bread and a pot of thin soup. Later, however, when the Red Cross supplies got through, things eased up somewhat. For him the great day came on April 22, 1945, when the Russians broke through and released many thousands of them. When asked what he thought of his rescuers he said, "Those Russians! Now there is a hardy bunch of boys!" Brother Gale, who wears ribbons for two African campaigns, also has the good conduct award and the Purple Heart. At the present time he is enjoying a 60-day furlough.

One of our Sea Bee Brothers, Lawrence Wixson MM 1/c, dropped

a withdrawal card during the month of July. He plans on devoting most of his time to his ranch near Colusa.

into the office the other day. Stationed at Camp Parks at the present time he has been in the service for nearly three years, and spent ten months in the South Pacific. At the present time he is laid up for repairs, but things he might be back in circulation as a civilian in the near future.

Now stationed at the Receiving Ship on Treasure Island, Brother C. E. Clark F 1/c, paid us a visit not long ago. On duty in Mississippi for some time, Clark says it is nice to be back on the coast and wants to say "Hello" to all his friends.

★ ★ ★

Garment Workers Get Minimums, Vacations

Washington, D.C. The men and women who make those union-label overalls and other work clothing have been granted a minimum rate of 50c an hour and a more liberal vacation plan in a voluntary agreement between the manufacturers and the United Garment Workers (AFL) approved by the National War Labor Board.

