

ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. ONE, NUMBER TEN

SAN FRANCISCO, CALIF.

DECEMBER 17, 1943

Living costs up .4 pct in October

Washington.—Retail prices as measured by the Department of Labor's cost of living index rose four-tenths of one per cent between mid-September and mid-October, due mainly to price increases for eggs, clothing and miscellaneous goods and service, Secretary of Labor Perkins announces.

The increase brought the total rise in the cost of living for two months to eight-tenths of one per cent, as compared with a drop of 1.4 per cent in the period between mid-May and mid-August.

Secretary Perkins said an increase of six-tenths of one per cent in food prices was due largely to a seven per cent seasonal increase in egg prices. Current OPA regulations provide for lower egg prices from November 8 on, she said, with continuing increasing through early March.

"In the aggregate," Secretary Perkins said, "the cost of all other foods was unchanged between September 14 and October 19."

The October 15 index of living costs stood at 124.4 as compared with 100 for the 1935-9 average. The index was 5.6 per cent higher than September, 1942, 7.2 per cent higher than May, 1942, and 23.4 per cent higher than January, 1941, base date of the Little Steel wage formula.

There was a considerable variation in the changes in different cities over the month. Total living costs in Birmingham declined 0.2 per cent and in San Francisco rose 1 per cent.

The range of changes in food costs was from a decrease of 2.6 per cent in Memphis to an increase of 1.8 per cent in San Francisco, while total clothing costs were unchanged in Detroit and Philadelphia, but rose 1.2 per cent in San Francisco.

The index for miscellaneous goods and services showed no change in four cities and advanced 1.3 per cent in Kansas City.

Meats and fish rose 1/2 of one per cent as fresh and frozen fish prices increased over 4 per cent, and beef edged up slightly. Increased marketing of hogs brought prices of all pork cuts included in the index down slightly, except salt pork. A fractional decline was reported for roasting chickens.

"Prices of potatoes rose in 21 of the 56 cities, resulting in a small increase in the over-all average and reversing the usual seasonal trend. Prices of cabbage, onions, spinach, and sweet potatoes followed the usual patterns, with decreases ranging from 6.1 per cent for cabbage to 19.2 per cent for spinach.

"Carrots rose more than usual at this time of year (6.7 per cent), while fresh apples declined by 0.9 per cent. The supply of oranges in retail markets was smaller in October than in September, but the average price remained unchanged over the month."

A New Year's report--a Merry Xmas to all

Victor S. Swanson, Local Union Manager, reports:

ANOTHER YEAR will soon have reached its climax . . . only a few more days and we will be celebrating Christmas, and then the New Year!

1943 has been a most unusual, and eventful year in the history of Local Union No. 3. We now have One Thousand Three Hundred and Thirty-Three members in the service of our country; fighting on every front in a global war!

All of us have friends in the service, many of us have sons, daughters, brothers, and sisters, scattered throughout the world. We all hope, and pray, that this terrible war will soon come to an end. The war has taken much of the joy out of living, but as Americans we must, and will, carry on until victory is ours!

Local Union No. 3 has had a most successful, and I might say, prosperous year. We have gained in membership and finances. Work has been plentiful, and wages, although not what we should have liked them to be, are nevertheless good.

It is, of course, true that wages have not kept pace with the ever-increasing cost of living, yet through the united efforts of Local Union No. 3 and with the assistance of our International Office, we have been successful in many instances, in increasing our wages. Surely everybody realizes, and understands, how utterly impossible it is at times like these to secure an increase in wages. In some cases we have been compelled to accept an unjustly low wage because of the war.

I am most happy in the belief that the membership of Local Union No. 3 feels that its Officers and Business Representatives as a whole, have done a good job! Of course, I realize that this could only have been accomplished by the united effort of all members.

I feel most proud to have been privileged to serve Local Union No. 3 in my present capacity. However, without the full and united cooperation of all the Officers and members of the Executive Board, Business Representatives, and Stewards, who have rendered such unselfish service, and each and every member, this could not have been accomplished.

Local Union No. 3 today, enjoys a most enviable position . . . Harmony exists among all, and the friendliest relations exist between us and all of our sister Locals. We have gained the friendship, and respect, of all labor groups in this community . . . We are in perfect harmony with our International, which has been most friendly and helpful, and before I wish a Merry Christmas to all, I wish to thank each and every individual for their kind, and considerate help. You have no idea how helpful you all have been.

First of all, my heartfelt thanks goes to all Brothers in the service of our country . . . I wish them all the luck in the world. May God bless them, and may they soon return home!

I wish also, to thank all of the Officers of the Local Union for their loyal support; each and every Business Agent, for their untiring effort in behalf of all our membership, and each and every office employee of the Local Union, for their loyal and efficient services. I thank each and every member of Local Union No 3, and all its branches, for their kindness to me during the year 1943!

My thanks, also, to our General President—Wm. E. Maloney, for his help, kindness, and good advice. To General Secretary-Treasurer, F. A. Fitzgerald, for his kindness and help, and each and every member of the General Executive Board of the International Union, and to Brother Wm. H. Thomas, General Counsel, and Brother Herbert Woods, Chief Statistician, for the kindness and courtesy which they have so graciously extended. Last, but not least, I wish to thank my two most worthy co-International Trustees, for their understanding and tolerance.

And now May I Wish You All A MERRY CHRISTMAS AND A HAPPY NEW YEAR!!!

Dredgemen's wage raise pending

Jack Foster, Business Representative working out of the San Francisco office, reports:

Owing to the slow down of construction work in the Bay area, a number of our members have taken jobs on the dredges.

The dredges are in need of a few deckhands for the suction dredges.

Nearly all dredges are at work. One or two of the larger machines are in for repairs, but will move out on new work shortly. The crews are at work on them, making the repairs.

The wage increase for the dredgemen submitted to the WLB

(Continued on Page 7)

Shipyards smash production goals

New York—The 24,000,000-ton goal of new ship construction set for the two years ending December 31, 1943, already has been exceeded by a substantial margin, Rear Admiral Howard L. Vickery, USN, Vice Chairman of the U. S. Maritime Commission, disclosed in a recent address. With still a month to go, he said, 25,284,387 deadweight tons already have been delivered. Some 1,692,700 deadweight tons of this were delivered last month.

"Helen of Troy," Admiral Vickery said, "has long been known, among other things, as the girl with the face that launched a thousand ships.

Now, anyone would think that the faces of Hitler and Tojo would only be good for stopping clocks, but as matters stand today the ships they have caused to be launched make Helen look like a piker."

Curtailment at Geneva denied

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

Provo—The past few days there has been a great deal of controversy in the newspapers and over the air regarding the possibility of curtailing the work at Geneva. It has now been positively determined through the War Production Board that no such curtailment is contemplated.

As far as the construction work is concerned at Geneva, it has reached its peak and from reports that we have received, will remain at this peak from three to six months; at the end of which time a gradual curtailment in the number of construction workers employed will be expected.

There is no new work scheduled at the present time, although there are rumors—despite the newspaper and radio reports—that additional construction will eventually be let.

Most of the work of this office at the present time is of a routine nature, that is, adjustment of minor complaints which, however, may become big complaints if allowed to go, and filling occasional calls. There are not so many calls as there were as the men seem to be staying closer to their jobs and fewer are quitting for other localities.

We have furnished the crews for the operation of the power house and are furnishing operators for the overhead cranes. A little trouble was had in obtaining deferments for some of our membership. However this is probably the same trouble as is being had in other localities.

The operation of the plant when it goes into production is a matter that is receiving a great deal of our attention at the present time. Brother C. R. Van Winkle, the Labor Coordinator, reports that a meeting held in Salt Lake City on this matter was attended by a large number of International Representatives.

It was decided to organize the maintenance men on the usual craft lines but to organize an A. F. of L. Steel Worker's Union for the production workers. This is in line with the instructions received by

(Continued on Page 2)

Reviewing the achievements of the two years since Pearl Harbor, the Maritime Commission Vice Chairman, who is also Deputy Administrator of the War Shipping Administration, which supervises the operation of the Victory Fleet that has been so swiftly created, said:

"In the spring of 1942, the President established as the merchant shipbuilding goal the construction of 24,000,000 tons deadweight during 1942 and 1943. Of this total, 8,000,000 tons were scheduled to be built during 1942 and 16,000,000 this year. As an index to the immensity of this undertaking, I'd like to point out that during the entire year 1941 there were completed in American yards only 103 merchant ships, of little more than 1,100,000 tons deadweight. And even during the month preceding Pearl Harbor, the total output was only nine ships of some 106,000 tons.

To be sure, on December 7th, many new shipbuilding facilities were in operation or under construction and quite a few hulls had been launched. But in the Maritime Commission we've stopped talking about launchings; a delivered ship is the only kind that counts!

"By September 1942, shipyard output had topped a million tons a month, almost equaling the deliveries for the entire year 1941. American merchant shipyards not only met their 1942 goal but even exceeded it. And this year they have really turned on the power. It so happens that this morning I received the final results of ship construction during November and I would like to take this occasion to announce the score.

The number of vessels delivered into service last month was 164; their aggregate deadweight 1,692,763 tons. Included in these totals were 16 high speed vessels of the Commission's unexcelled C-types and 19 fast tankers. Also, there were completed 23 vessels of various types for military and special uses, 89 Liberty Ships, and 17 tankers adapted from the Liberty design.

"The astonishing performance of the shipbuilders in general, and the spectacular feats of certain yards

(Continued on Page 6)

Curtailment at Geneva denied

(Continued from Page 1)

the meeting from President Green, according to Brother Van Winkle.

As far as the rest of Utah County is concerned, the housing projects are in about the same shape as reported in our last report. There has been no new projects started and all engineer jobs so far have been manned by members of Local Union No. 3.

We might state with pride that in Utah County we have more union housing projects in proportion to the amount of housing projects than in any other part of the State of Utah.

Ryberg, Strong & Grant is starting a quarter of a million dollar road job which will run from Pleasant Grove to the plant. This is one of the several access roads to be built and will be built 100 per cent union by agreement with this firm. One of the access roads was recently completed by the Olof Nelson Company, which company is also under agreement with local Union No. 3.

The stripping job at Payson, the location of the lime quarry mentioned in our last report, has not as yet been started.

We have had some trouble with some of our membership who are employed on railroad equipment at Geneva. These men insisted on joining either the Brotherhood of Railway Trainmen or the Brotherhood of Locomotive Firemen and Enginemen. These members were called into a meeting and their error explained to them.

They claimed that they were doing so because they were afraid the CIO would take over the plant. After it being explained to them that the A. F. of L. does not intend to relinquish jurisdiction over the plant, they withdrew from these organizations.

In closing we would like to point out that the Utah County Central Labor Union has proved to be of great assistance to the unions in this area and is at the present time carrying on a vigorous organizational drive among the Culinary Workers, Retail Clerks, City and County Employees and Office Workers. All our members are urged to aid in this drive wherever and whenever they have the opportunity.

★ ★ ★

One of the most significant signs of our times is a sign above the World Theatre in the Times Square district of New York. It reads as follows: "World—Closed for Alterations. Will reopen soon."

Metz reports contracts in progress of renewal

Brother Harry Metz, Negotiator for Local Union No. 3, working out of San Francisco, reports:

We are in the process of negotiating renewals of several of our present agreements. The most important are Associated General Contractors, Rock and Gravel Producers Association, and Steel Erectors Association.

Before an increase in wages can be granted it is necessary to file an application for approval of a wage adjustment with the War Labor Board. This is necessary even though the firm may agree with the union that his employees are justly entitled to an increase in wages.

The War Labor Board has also ruled that any decrease in the hours of a working week and also a request for a vacation, where none previously existed, constitute an increase in wages and, therefore, an application for such adjustment must be applied for through the War Labor Board.

The Board will invariably turn the request down where the increase exceeds the 15 per cent allowed under the "Little Steel Formula" if an increase has been granted of 15 per cent or more

since January 1, 1941. This leaves two alternatives:

(1) An increase to eliminate substandards of living. A substandard scale of wages is an hourly rate under 55 cents an hour.

(2) Gross Inequities—rates paid by other employers for the same or similar job classifications in the same area and industry where it is essential to the war effort.

The conclusion of an agreement is sometimes a long and discouraging procedure.

I recently attended a meeting at H. J. Kaiser Company's magnesium plant at Manteca. This meeting was exclusively for the benefit of the operating engineers in the plant.

Brother Waack presented his complaints to the management. It was agreed that most of the difficulties could soon be eliminated. A new mixing plant is being set up adjacent to the Magnesium plant which will mean some additional engineers at this plant.

As the year comes to a close I wish each and every one of you a Merry Christmas and a Happy New Year!

Here are the minutes of December meeting

Meeting of Local Union No. 3 was called to order at 8:10 p.m., December 4, 1943, at the Building Trades Temple, San Francisco. President Clancy presiding. Roll call showed Guard O'Brien absent.

MINUTES

The minutes of the Regular Meeting of November 6, 1943, were by motion accepted as printed in the Engineers' News.

The Executive Board minutes of November 20, 1943, were read and the acts and recommendations of the Board were by motion approved as read.

The Executive Board minutes of December 4, 1943, were read and the acts and recommendations of the Board were by motion approved as read.

COMMUNICATIONS

From the Tom Mooney Labor School expressing appreciation for donation made by Local Union No. 3 to the school. Received and filed.

From the Veterans Hospital Christmas Committee letter of appreciation for donation made by Local Union No. 3. Received and filed.

Card of thanks from Mrs. George

Sainsbury and family. Received and filed.

BUSINESS AGENTS REPORTS

The following business agents made their reports which were accepted: Foss, Clem, Doran, Waack, Hester, Metz, Murphy, Vandewark, Foster, Bynon, Walther, Clancy, Swanson, and Casebolt.

Brother Joe Riley, recently inducted into the armed forces, told of his experiences in boot camp which were well received by the membership.

NEW BUSINESS

A lengthy discussion was held on the matter of sick members in hospitals. It was suggested that a committee be set up to see that these brothers are visited and given such assistance as possible. It was regularly moved and seconded that the matter be referred to the Executive Board for study, committee to report at the next regular meeting. Carried.

It was regularly moved and seconded that a committee of five be appointed to visit the known sick in hospitals. Carried. Committee is to be composed of Brothers Mathews, Clem, Patters, Foss, Murphy and Lawrence.

FOR THE GOOD OF THE ORDER

A discussion was held in regard to the newspaper. It was requested that a question-box column be set up to answer such questions as might be of interest to the membership. It was agreed that if enough questions were presented through the mail that this column would be set up in the next paper.

It was called to the attention of the membership that the next regular meeting would be held January 8, 1944, since the first Saturday of the new year would fall on January 1.

It was also called to the attention of the membership that this meeting would be for the purpose of nominating delegates to the convention in Chicago and all members were requested to attend.

There being no further business to come before the meeting, it adjourned.

Respectfully submitted,

C. F. MATHEWS,
Secretary.

★ ★ ★

Congress will place pre-war fathers at the bottom of the draft pool. A papa never gets his head above water, anyway.

Work slow in Ogden area but union gaining

Brothers C. L. Casebolt, T. L. Clark, working out of the Salt Lake Office; along with Scott Ledingham, of the Ogden Office reports:

Salt Lake City.—The next meeting for the Operating Engineers in Utah will be in the Labor Temple, 151 So. 2nd East, Salt Lake City, December 11, 1943, 8:00 P.M.

At Provo, 35 North 3rd West, December 18, 1943, 8:00 P.M.

At Ogden, 261 - 25th Street, December 30, 1943, 8:00 P.M.

Again we are compelled to report the loss of a good Business Agent, Brother B. M. Stewart, who was forced to quit Local No. 3 in order to take care of personal business. In the few months of working with us in Utah he made many sincere friends in the Labor movement all of whom hope he will be with us again soon.

Work in Ogden is going along slowly, no large jobs at present, only one coming up in the near future. It will be a million dollar hospital. However, there are a great many small jobs in this area. Union conditions are improving steadily in Northern Utah with a few more men being available and the contractor being a bit more enlightened. We have plenty of Engineers in this locality and any brothers who wish to come here should inquire about work before doing so.

Salt Lake City and surrounding territory is going along fairly well. Hunt and Frandson have been awarded a \$500,000 road job between Wendover and Knolls. We are glad to see this company back in Utah and hope that they get more work in this state.

Work at Wendover dropped off last week. We do not expect much more work in this thriving city until towards spring. Dugway still has lots of gravel to spread, but few contractors are interested. This job has been a tough pill for the two contractors who tried it. There are two road jobs going along okay in this vicinity.

Tooele still has some work with about 100 of our Engineers in and around there. The Kellogg job at the Utah Oil Plant is working day and night and the Engineers are all happy.

We wish to report briefly on the Organizing Conference held in Salt Lake City on November 21st and through the 24th, 1943. Many interested International Unions had representatives here and it was a bang-up affair. We will leave the details to Brother H. L. Spence and Brother C. R. Van Winkle, as it was over the Geneva Steel Mills and that is in their district.

We also wish to announce a change in the office hours for the Price office. It will be open all day in the future instead of the half day as in the past. All brothers in Carbon County and vicinity can obtain information and work clearance cards from this office.

Several jobs going along okay in this part of the state. The Schofield Dam job has been shut down for

the winter. Two feet of snow there at present and more has been ordered.

The Utah Construction Mine job at Cedar City going along nicely and the company has been awarded a 400,000-yard extension of their contract. The Utah Construction has a stripping job at the Utah Copper Company at Bingham. This job is slowing up somewhat owing to bad weather. This company has been awarded a 5,000-foot single track railroad tunnel at the Bingham Mine. This job is somewhat smaller than first anticipated.

We have had a great many inquiries about work on this job. There will not be much doing there this winter and any member who wishes to work there should be sure he has a job before coming here.

The Carl Nelson, Jim Whitting, Hebe Glenn, Cliff Prince, Larson Housing job, the Shope Housing job, are all on the We Don't Patronize list. We are again asking our members to stay away from these contractors.

There is a tendency on the part of overzealous superintendents and foremen in Utah to try to hire Engineers without clearance cards from the union. This is a direct violation of the stabilization program, making both the employer and the employee subject to fine and imprisonment by the United States Government.

We are calling to the attention of all members of Local No. 3 that going on the job without a union clearance is a violation of by-laws and working rules of this union. Several brothers have been fined for this recently, and any members being found guilty of this violation are being disciplined according to the constitution and the by-laws of our union.

Brothers do not let this happen to you!

★ ★ ★

Bulldozer takes care of Jap nest

Guadalcanal—An American bulldozer doubling in an emergency as an offensive weapon knocked out a Japanese machine gun nest during the landing on Treasury Islands, it was reported here.

A New Zealand officer, whose men were held up a few yards from shore by strong enemy machine gun fire, saw an unidentified American drive his giant bulldozer from a landing craft which had just beached.

"The light of battle came into the American's eye," the New Zealand officer said. "With blade uplifted as a shield he barged through the undergrowth and then as he reached the enemy pillbox he dropped the blade, scooping up earth on the Japs and burying them."

"Halfway over the hole, he swerved his improvised tank around and then pulled away, leaving a flat, smooth area and no trace of the Japs or the machine guns.—(Oakland Tribune.)



AFL Pres. William Green (left) lets fly with a burst of bullets from a .50 caliber anti-aircraft machine gun at the Armored School, Fort Knox, Ky., as Organizer Patrick Drew (center) of the Steamfitters and AFL Secretary-Treasurer George Meany look on. The AFL leaders were called to Fort Knox to discuss the problem of pre-induction training. (Armored Commn Signal photo via Federated Pictures)

ENGINEERS' NEWS

Formerly Monthly News Letter
published each month by
LOCAL UNION No. 3

of the

International Union of Operating Engineers
Northern California, Northern Nevada
State of Utah

Subscription price: \$2.50 per year
Office: 1161 Market Street
San Francisco, California

Entered as Second Class Matter September 9, 1943, at the Postoffice of San Francisco, California, under the Act of August 24, 1912.

Murphy says San Jose quiet with little change; December meeting off

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

San Jose—Again I must report that working conditions in this territory are quiet, and about the same in the Southern part of my territory. Still have a little activity here and there but not enough to suit me.

King City has not yet had the go ahead signal on the enlargement job on the Airport as yet. Monterey County has a little work coming up—three small bridges. Doesn't amount to very much and I don't expect any great relief of unemployment there.

Salinas and Watsonville: Activity is the same as I reported in my last month's reports. Hollister is showing progress on the expansion at the Airbase and I just heard that Granite was low bidders on another job there.

Moffett: No news on the new work coming up, as to when they are going to start. Guess we will have to wait until after the first of the year. No report on Alviso Shipyard as yet.

Have a little good news to report. We are to have a dues stamp in the San Jose office, also in our office near Permanente, so it will no longer be necessary for the brothers in this district to leave their dues cards to be sent to the head office to be stamped. Know this will make the boys happy.

Brother Dick Dennison in from the Solomons. Located at Camp Parks at present. Had some interesting tales to tell. Brother Anthony Corsiglia back from Africa and has put in his Service withdrawal. Tony says he is happy to see San Jose.

Brother Ward Boyd in for a Service withdrawal to the Armed Forces—a boy with a wife and three children. It seems a little unfair. Brother Charles Agard on his way to the Army, also, and seems to be in a very good mood over his call.

Received a letter from Brother Dave Haney in Alaska, and Dave wants Heavy Duty Mechanics at \$1.75 per hour, 10 hours per day, 7 days a week. Also some Blade men \$1.60 per hour, overtime over 40 hours. Dave says he has a Superintendent's job and I am sure any of the brothers going up to work for him will be treated right.

Sorry to have to report the death of Brother Murl D. Frank, of Permanente, who is survived by a wife and five small children. Many friends will mourn his passing.

Received another shock over the phone last Sunday night when the widow of Ben Farrell called and informed me that Ben passed away from a heart attack, 7:45 Saturday night. I'm sure his loss will be felt by many.

Brother Earl Hagle on the sick list with an infected hand. Brother H. Pankoski is also suffering from the same illness.

Because the third Friday falls on Christmas Eve, we have decided to dispense with the December meeting in San Jose. The meeting will be held next month the same as usual. In the meantime, if you have any complaints to make and cannot reach me during the day at the office, feel free to call me in the evening at home.

Remember to support YOUR Union at all times, boys. While you may feel that you have not obtained everything you desired during the past year—at least, you obtained something. The Union is the only hope of the working class and I feel that we will need it more and more during the next few years. Remember, united we are strong—alone, we are weak.

Well, boys, guess this is all I can report for this month so will close but in closing DO want to wish each and everyone of you and your families a Very Merry Christmas and a Happy New Year. Also want the boys in the Armed Forces and those working in foreign countries to know that we will be thinking of them this year and saying a little prayer that they will all be back and enjoying Christmas in their own homes next year.

Labor school free to men of Local 3

A youthful member among educational institutions, the Tom Mooney Labor School will soon be a year and a half old; on February 7th, the opening date of its new semester.

It cannot claim the aged ivy and ancient stone buildings of Harvard and Yale, but it can claim a constantly increasing enrollment in these war days when colleges are without students. Three thousand students have attended the School during its brief existence.

The School is dedicated to education for victory and is fulfilling a need for trade unionists who want to know what the war is all about and want to know the history and traditions of the great American labor movement.

Its attractive building at 678 Turk Street, corner of Van Ness Avenue, houses the only labor school west of Chicago, and the largest labor library in California. The reference and circulation books in the library are free to the members of Local 3.

Ernest Green, the head of the Workers' Education Movement of the British Trade Unions, remarked that the Tom Mooney Labor School was the only genuine labor school in the United States.

The School is a labor school because it has the active support of leading trade unions and trade union bodies in the Bay Region:

San Francisco Building Trades Council, Allied Printing Trades Council, Steamfitters Local 590, Drydock, Marine Waysmen, Stage-riggers and Helpers Local 2116, the Joint Board of the ILGWU, Technical Engineers Local 89, Shipyard and Marine Laborers Local 886, Building Service Employees Union, Operating Engineers Local 3 and many others.

Many of these unions pay scholarships to the School so that their members can attend the school free.

Every member of Local 3 is entitled to attend classes free—all you have to do is show your Union Book for admittance.

(Continued on Page 6)

Sacramento office plans for additional mileage completed and in effect

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

Sacramento—A number of good jobs are still going on in this section. The men, however, seem to be sticking to the jobs they have so that the turnover is very small and few men have been sent out in the past month.

A Teichert & Company are still working on the entrance roads to the Auburn Hospital. Inside the grounds all work is completed. This company also has a shovel crew working at Newcastle loading trucks which are hauling supplies into the hospital.

Lord & Bishop have finished with the crane at the Upper Narrows Dam but still have a dozer left on the job. They have another

Talk about high wages hit in report

Washington, D. C.—All the hullabaloo about high wages sounds pretty hollow alongside a shocking report issued by L. Metcalfe Walling, administrator of the Wage and Hour Act.

Unbelievable as the figures seem, about 12,500,000 workers are employed in industries for which a minimum wage of 40 cents an hour was established during the year, or for which applications for wage hikes are pending, Walling said.

Even after the 12,500,000 workers are given a guaranteed 40-cent minimum, Walling asserted, there will still be many workers in other fields being paid less.

"Despite a public impression that wartime wages are high," Walling emphasized, the War Labor Board has deemed it necessary to allow employers, without specific permission, to raise rates to 40 cents an hour. This was done because the board was flooded with requests from employers and employees who had previously not been paying or receiving this much."

Walling recalled that employer members on committees named to consider wages in two large industries voted almost solidly against establishing rates "as high as 40 cents an hour." This would indicate, Walling said, that lower rates were still being paid and that labor could still be obtained for less than 40 cents an hour.

The principal reason employers are fighting the 40-cent minimum, it was indicated, is that they know when once established the rate will "stand as a bulwark for both employers and workers against competitive wage slashing in the period of readjustment after the war when our soldiers come home." Widespread chiseling on wage rates was declared to be due to the inability of the administration to undertake proper enforcement because Congress had cut its inspection staff between a fourth and a fifth.

Engineers have vital war role

The war in the Pacific has developed into an "engineer's war" in which our forces far surpass any other country in the world.

So said Maj. Gen. Eugene Reybold, chief of Army Engineers, recently returning from a 27,000 mile flying inspection tour of American bases in that area.

"When our boys land on an enemy beach there's nothing within miles but jungle and Japs," he declared. "The combat troops take care of the Japs and it's up to the engineer corps to punch a hole into the jungle. They pick a site for a base or airfield, build a road to it, construct the base, and then go back and build docks on which we can land supplies."

Greatest aid to engineers today is the C-47 transport plane, he said.

(Continued on Page 6)

Kaiser asks action for postwar jobs

Washington, D. C.—Henry J. Kaiser, West Coast ship and aircraft builder, warned that unless "something is done now" on post-war production plans and provisions for living conditions of labor, he will only be able to retain "a maximum of 5 per cent" of the employes now at his plants.

Addressing the Women's National Press Club, Mr. Kaiser asserted that current problems are "virtually solved," and that attention should be paid now to continuing large-scale production into the post-war years.

"We have got to do something so that our soldiers will not be selling apples on street corners again," he said.

Envisioning the future of production, he declared:

"There is nothing quite so wonderful as the opportunity we have to be a great and prosperous nation and make other nations prosperous along with us."

In addition to increased production, Mr. Kaiser said it is highly important that living conditions for workers be of the best, stressing the need for proper health facilities, housing and highways in industrial areas.

He told the club how efficiency had been increased at his plants by establishment of hospitals and community facilities, but declared they were yet insufficient.

"Manpower can be increased from 5 to 10 per cent by better care of employes," Mr. Kaiser said.

The shipbuilder was particularly complimentary about his women employes, recognizing that many of them carry the double burden of working and keeping the house.

Union plants most efficient

By far the best production is obtained in plants where managements sit down with unions and adjust their quarrels at the bargaining table, Secretary of Labor Frances Perkins declared.

"Good industrial relations grow out of the experience of labor and management working together," she said. "Where labor and management settle their differences directly, the results show up in terms of higher morale, greater plant efficiency and increased production."

"Plant experience clearly indicates that fuller utilization of grievance machinery throughout American industry would materially reduce the number of disputes coming before government agencies today."

Secretary Perkins said the Department of Labor would soon issue a pamphlet entitled, "Settling Plant Grievances," for the guidance of industry with the aim of encouraging more collective bargaining and less government intervention in the adjustment of disputes.



Tiny, streamlined Jean Porter, a member of the Screen Actors' Guild (AFL) has been chosen sweetheart of Uncle Sam's torpedo flotilla. Jean is the PT-boat crews' favorite pinup girl. (Federated pictures.)

month and a half's work left at Wheatland. Leo Lentz has a shovel crew unloading cobblestones for Teichert's levee job at Gridley. Nine cats are on that job. Parker & Ball are still working on the Princeton, Glenn, and Colusa levee jobs.

A. Teichert & Company have completed their levee job at Colusa and have moved the equipment out. Work is progressing rapidly on Larsen & Harms' levee job out of Woodland on Cash Creek. The present section should be finished shortly but another extension has been granted. At the present time they are working 17 rigs two shifts, which means approximately 40 members are on the job. H. Earl Parker is working on a small levee job in this same area.

A report of the working conditions in this territory wouldn't be complete without a mention of the Morrison & Knudson job at Rio Vista. Work is still going on there with a small crew doing the finishing. An additional shift was employed for a few days to repair a break in the levee but other than that this job now furnishes work for only the "regulars."

The largest job going in this district at present is at Camp Beale where Hanrahan, Rutherford, & Parker are all working. This is a road job with the original contract for 36 miles being extended for 90 miles of additional roads throughout the area of the reservation. The turn-over on this job is not very great so we do not expect many more members to obtain employment there. Around 90 members are working on the job now.

Tisdale & Haynes are doing some land leveling near Woodland, furnishing employment for a few members. Leo Lentz is working a dragline crew and a cat double shift on the McClellan Field Ditch out by Rio Linda.

A. Teichert & Company are still doing some work at McClellan Field. At present they are putting in some turntables. The extension of three runways at McClellan Field has been proposed but as yet we have had no definite information of such a job.

I am happy to announce that plans have been completed and are now in effect whereby our members may obtain sufficient supplemental gasoline to enable them to get to their jobs, through the office nearest them: Sacramento, Marysville, or Grass Valley.

This set-up was accomplished with some difficulty and through the cooperation of your union and the U.S.E.D. Your union earnestly requests your cooperation so that we can keep this plan in effect. You can best help by applying for gasoline only when you really need it, by asking for only the amount necessary for driving to and from work, and by participating in the "Share the Ride" plan whenever possible. Only through your own efforts will we be able to continue with the present set-up.

All supplemental mileage is now issued for a 30-day period only and if your job is completed before that time unused stamps must be turned in to the nearest union office. Again may I earnestly solicit your wholehearted cooperation.

A joint office of the Engineers, Laborers, and Teamsters has been

(Continued on Page 6)

EDITORIALS

ENGINEERS' NEWS

COMMENT

OPERATING ENGINEERS LOCAL UNION No. 3

Give a man a horse he can ride



The American answer

The American Federation of Labor, formed by Samuel Gompers and Adolph Strasser on December 8, 1886, celebrated its 57th birthday last week under that name.

Gompers, the founding president, served from 1886 until his death in 1924. The champion of labor, born of Dutch-Jewish stock in London in 1850, arrived in the United States as a child. Like so many immigrants who express the American spirit, he became more American than many Americans.

American organized labor, inspired by Gompers' ideals, is playing a major part in winning this people's war for the dignity of the common man, whatever his origin, race, or creed. It is clear today how Nazism started the war against humanity and all free institutions by a smokescreen attack against Jews and labor unions.

The members of the A. F. of L. are partners in turning out more ships, planes, tanks and guns than ever before in history. And we stand shoulder to shoulder in resisting Nazi and native termites of democracy. We give the American answer to those who would divide us and slow up production by setting Christian against Jew, worker against employer, native against foreign-born, Negro against white.

We want our teamwork in wartime to continue through a cooperative peace embracing all the people in one free world.

6,002,500 bottle tops

Global war consumes tremendous quantities of manpower and material. In spite of our vast natural resources—our coal, lead, copper and iron mines; our petroleum and chemical deposits; our foodstuffs, forests and water power—the needs of our armed forces and fighting allies have resulted in a scarcity of some necessities.

All are scarce in terms of the manpower and equipment needed to turn them into weapons of war. But each one of us can help to make our limited supply of men and materials do a successful fighting job.

We can conserve at every turn and put a stop to waste. The saving of a tin can or a paper box by one person won't win the war. But if 35 million American families do it, our combined efforts will go a long way.

Two years ago, a 13-year old girl in Sydney, Australia, heard that six million bottle tops would build a Spitfire—so she set out to collect them and has rounded up 6,002,500 tops. Multiply that spirit by thirty-five million and we'll all go over the top.

Speak up now!

Your Congressman and mine are our servants. We elect them. We pay them. They are supposed to represent us.

For that reason the American Federation of Labor now urgently calls upon its 6,500,000 members to let their Congressmen know how they feel about pending legislation which will detrimentally affect the interests of American workers and their trade unions.

Tell your Representative and your Senators this:

- 1—That you demand approval of a comprehensive subsidy program to keep the cost of living within bounds.
 - 2—That you insist on defeat of the tax bill "joker" which would require unions to disclose financial data for the benefit of labor-haters and anti-union employers.
- DO THIS NOW!

Another job for labor

By Ray C. Kirkpatrick, Director Labor Relations Federal Works Agency

When the first World War ended suddenly in 1918 our soldiers were brought home from Europe as fast as ships could be found to transport them, and as each man landed again on American soil he was given \$60 and a railroad ticket to his home town. With that the government washed its hands of further responsibility for their welfare.

Within a few months unemployment was becoming a serious problem all over the country, but especially in the large industrial cities.

No plans had been made for easing the transition back to peace.

After this war the number of soldiers and sailors who will have to be demobilized will be twice as large as last time. In addition some 15 or 20 million men and women will be without jobs when war contracts dry up.

We expect private business eventually to provide these people with new jobs, but business cannot do it until it has "reconverted"—and reconversion takes a lot of time.

Construction activities can be made to provide jobs for millions while manufacturers are retooling, provided plans are made in time. These plans must include site acquisition, financing, engineering surveys, the preparation of working drawings, specifications and contract documents. Obviously, there will

be no jobs in construction immediately after the war, however, unless these preliminaries are disposed of before the end of the war.

How many men will be employed in private building is problematical. I do not know of any private business that is now actually getting plans prepared for post-war construction. We hear talk about a big housing boom to start after we have hanged Hitler and Tojo, but here again I do not know of a single family that has bought a site for a new home, or employed an architect to design it, or a contractor to prepare cost estimates.

If there is to be a private building boom the chances are that it won't develop until months after the war; because private building in the past always has been carried out in boom times, and not in a time of depression; and, second, because the plans for this private building are not in existence—and there are no signs that they will be until long after the war. My opinion is that private business is going to wait for months to see which way the wind is blowing before it invests money in construction.

There is no reason for hesitancy so far as public building is concerned, however. There are an enormous number of public construction jobs that need doing—flood control works, reclamation, soil conservation, new schools, hospitals, high-

ways, streets, sewer systems and water systems.

Now is the time to plan these projects so that men can be put to work immediately after the Armistice. But as yet public officials, with a few exceptions, are no farther along with their plans than are private business men.

In 1928-29 the construction industry employed between two million and three million men at the site. But for every man employed at the site, other men and women must be employed off the site in forests, mines, in factories and on the railroads to produce and transport the needed materials. The Bureau of Labor Statistics made a study of this off-site work in connection with the non-Federal part of the old Public Works program (not to be confused with WPA) and found that for every man hour worked at the site, two and a half man-hours were worked off the site. Applying that ratio to the 1928-29 construction volume, it appears that some seven to ten and a half million persons were at work during that period in construction and its allied industries.

If we could have an equal volume of construction in the first year or two after the war, would it be of help in heading off a downward spiral of unemployment? Would anyone care to argue otherwise?

I hope that private business will start a large volume of construction after we have

(Continued on Page 5)



"MAYBE WE SHOULD'VE KEPT UP OUR CAR POOL, EDDIE"

Oakland office reports on members, jobs

Brothers, Al Clem, Ed Doran, and Joe Walthers, Business Representatives working out of the Oakland Office report:

Brother Bill Brown, Local 3 member, had a very good reason for not arriving at the regular meeting held in November. While crossing the Bridge his car was crowded into the curb along the side of the Bridge. The car left the Bridge and landed in the Bay. His wife had all her ribs broken. Bill was fortunate to come out of it with a broken shoulder and a few minor scratches and bruises.

Brother Paul Harper, who has been in the Navy for the past three months, is home on leave. Paul is stationed in San Diego.



Burrall (Scottie) Douglas, permit man at Yard III, Richmond, sings at the launching of all ships. He says he doesn't make anything, but it is good publicity for the Union, as they introduce him as, "Scotty" Douglas of the Operating Engineers Local Union No. 3.

Louis Biasotti Company is finishing up its surfacing job at Dublin Canyon. Brother Al Regallo is superintendent on the job. The company reports it is moving to a new job close to West Point, California.

George French has moved in on his surfacing job at Livermore. We have 14 members on the job at the present time. Many came from the Vina Airport. Fredrickson & Watson are still busy on their job at Fleet City. Brother "Hop" Farris is foreman on the job.

Barrett & Hilp are still busy on their job at Camp Parks. Macnson Company is putting in the Utilities. Brother E. Jarvis is equipment foreman. Good luck, Ernie! 14 members are employed on the job.

Louis Biasotti's Housing Project in Albany is coming along nicely and is a very busy place at the present time. Brother J. Carlson is acting foreman on the job. Brother H. F. Dooley is steward. There are 4 Ditching Machines working on the job. They anticipate being through the major part of the contract by December 15. Galbraith has 3 ditching machines operating on the job.

Standard Builders are starting an 85 unit project at Stege. 2 members are employed on this project at the present time.

Raymond Concrete Pile Co. have started to drive piles on 14th St., in Richmond for a warehouse for Yard II. Moore and Roberts, Contractors, are in charge of the building. We have approximately 6 members on the job.

Brother Al Hill has been acting as Master Mechanic at Stolte Company Shop in Oakland. Hill has taken over the duties of "Doc" DeGroodt temporarily as "Doc" has been on the sick list.

Guy F. Atkinson Company is moving its equipment from Denison, Texas, and Pasco, Washington jobs to its Oakland yard, to be repaired and moved to the new yard in South San Francisco. Brother Jerry Waller has been working on the Diesel equipment for some time now. Some of the members of Local No. 3 are returning to the Bay Area after an absence of several years.

Brother Roy Hosman, Foreman of the crane department of Moore Dry Dock Company, West Yard, reports that one of his

Brothers in Yard III for the courtesy shown these men.

The following is printed as a warning to careless members. Don't let this happen to you:

Herb was handsome as the dickens, But his brain was like a chicken's. Crane approached with heavy load— Herb got ALMOST across the road!

Brother Fay Lacy, who has been working around Santa Rosa, is now working in Oakland for Radich & Brown. He reports that his brother, Robert Lacy, Local No. 3 member, who operated for Parrish Brothers for some time around Marysville is now Crew Chief Mechanic with the U. S. Air Corp, stationed at Foster Field, Victoria, Texas. Robert has been in service for about 2 years and now wears the stripes of a Sergeant.

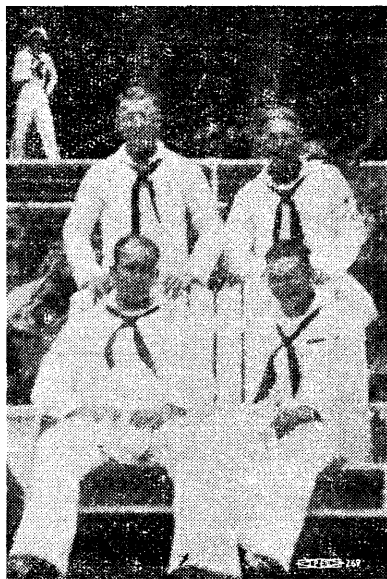
Eight members of Local No. 3 employed at Moore Dry Dock Company, were successful in getting a wage rate change. After six months of negotiation the War Labor Board has ruled in favor of the Union. This new rate will not affect the day shift, but will increase the swing and graveyard shifts considerably.

Congratulations are now in order as one of our brothers, L. O. (Lawrence) Johnson and Georgia Stafford were married December 2. Brother Ed. F. Quinn was best man. We understand the name "Lawrence" is not preferred by Brother Johnson, so possibly Mrs. Johnson will have to be thinking up another one for him!

We want to extend our best wishes and wish a lot of happiness to both "Lawrence" and Georgia!

We regret to report the death of Brother Edward Camera, 3A member and Oiler, who was fatally injured in a fall while working at Pacific Bridge, graveyard shift. Funeral services were conducted by Fowler and Anderson Funeral Directors in Alameda.

No doubt many of you have read in the papers about the stoppage of work in the Richmond Shipyards by members of the Machinist Union. We are thankful that we have a paper of our own so at least our mem-



We think you'll recognize three of these fellows as members of Local 3. V. C. Guptill (right standing) sent the snapshot from a Sea Bee base. In addition to Guptill, the picture shows Dutch Masskent (left standing) and (seated, left to right) Ed Pidderd and Sid Rosenberg.

bers can get the true picture.

There were no members on the Operating Engineers Union who stopped working at any time, and as it was a strike against Local No. 3 as well as against the Company, we think our members did a fine job of keeping the rigs operating.

There was a signed agreement which the Machinists were signatories to. Had they lived up to the terms of the Agreement there would have been no cause for the stoppage of work, for the work in question is that of the Operating Engineers by virtue of a decision being handed down by the Building Trades Department.

We have just received a notice from the National War Labor Board that there is to be an election for members of the Bethlehem Shipbuilding Corporation in the Alameda Plant to elect a representative to represent them for Collective Bargaining Purposes. Thanks to the untiring efforts of the Stewards and the members, the men working under the jurisdiction of Local No. 3 and 100% organized.

We have just received a card from Brother Ray Ferdig who is a Sea Bee stationed at Camp Perry Virginia. He says to tell the broth-

ers they had better start walking behind the equipment, as they are getting plenty of it, and it is hard to get used to it.

"REMEMBER"

When President Roosevelt was inaugurated he spoke over the radio and with his very first words poured fresh courage into the hearts of all Americans.

He enunciated the simplest of truths, but few of us had stopped to reflect on it before he reminded us.

He said: "We have nothing to fear but 'FEAR' like all wise Doctors that fear is a disease that can be cured, and he assured us, his patients, that we had to cure ourselves, no one else could. And we did. After all these years his doctrine still holds good.

—Cheer up.

An optimist however light who is still game to take hold and lift, is more helpful than the most powerful pessimist who has let go.

If any of the brothers know any other Brothers who are on the sick list will they kindly notify the Oakland office and we will try and call on them and try to scatter a little ray of sunshine.

Brother Rudolph "Lob" Kocjan, who has been stationed, with the Seabees, in the Aleutian Islands for the past year, dropped in to the office. He tells us he will now be stationed at Camp Parks, Pleasanton, California.

In closing this news item for the year, your Oakland Business Representatives, Al Clem, Ed Doran, and Joe Walthers, wish to take this opportunity to thank the members for their co-operation and support they have given us during the past year. The girls in the Oakland Office join us in wishing each one a Merry Christmas and a Very Happy New Year.

Brother Jack O'Brien, conductor of Local No. 3, and former steward at Moore-Dry Dock has gone into the gas and oil business. We understand he has taken over the General Petroleum Station located at 8th & Cypress Streets, in Oakland. We sincerely hope Jack is successful in this undertaking. We know that he will have a big business if just his friends, are his customers!

Labor's job

(Continued from Page 4)

licked the Axis, but I see no signs that it will do it. Therefore we must look to public building activity to take up the slack.

Labor is doing a marvelous job during the war. I hope it will do just as marvelous a job in preparing the nation for the coming peace. It can do that by using its influence to see that States, counties and cities get to work at once on their post-war building plans.

Labor has a right to make its voice heard, for it has most at stake. If we take another nose dive into a depression when the shooting stops it will be labor, more than any other group in the community, that will take the rap.



"BUT, DEAR, I'VE PROMISED TO STAY ON THE JOB!"

Jobs drop off in San Francisco

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

San Francisco—Construction work in the San Francisco Area has dropped off considerably, with most of the large jobs either completed or rapidly nearing completion.

Charles Harney has completed his contract on the moving of muck on the Army Warehouse job at 6th and Channel Streets.

Twaits, Morrison & Knudsen have started construction of warehouses on the same project, which will furnish work for about eight of our members.

Starrett's job on the Metropolitan Housing Project still is continuing, with most of the Public Utilities and streets yet to be put in.

L. C. Dunn Housing Project is moving rapidly along, with most of the grading and street work finished, which was done by Eaton and Smith.

A large contract was advertised by the City for the removal of street car tracks and repaving of several streets but the bids, being higher than the engineer's estimate, are held up temporarily.

Increased activity along the waterfront has put several more members to work on cranes handling war material.

Ben C. Gerwick job on the sub-base at Hunters Point is progressing smoothly with several members now employed.

At Hunters Point, Barrett and Hilp and Pacific Bridge Company are still doing some work, although nothing in comparison to their former work. Harney is also using several members upon street paving job within the area. McGuire and Hester have about completed their contract on sewer work also.

In the shipyards the conditions remain about the same with a few replacements now and then. Some trouble has arisen at Hunters Point on Pacific Bridge shipyard job, which is composed of testing dry-docks built in various other yards. Your representative has taken the stand that this work should come under the ship repair rates, rather than new ship construction rates.

The matter has been referred to Washington, D. C., for interpretation, and we are now awaiting an answer. With the new Manpower Commission order placing all yards under priority for the hiring of men, the request for crane operators and oilers has slowed up to a great extent.

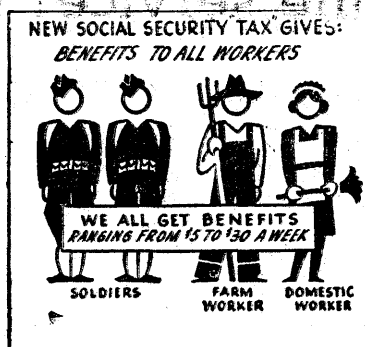
Engineers build field in day

Washington, D. C.—Aviation engineers of the Northwest African Air Service Command did one of the outstanding jobs of the war in constructing air fields under fire on the Salerno beach-head, the War Department disclosed.

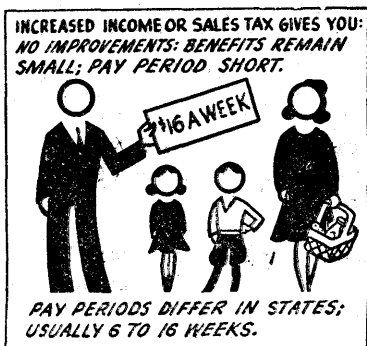
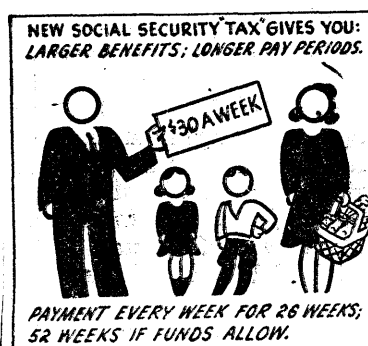
The engineers, many of whom worked in construction trades in civilian life, landed just behind the infantry and artillery of the Fifth Army, and within 24 hours had laid out and constructed an air field in a cultivated field of wheat and cotton.

By the end of a week, the engineers had completed three air fields, with runways for fighter aircraft, taxi strips around them, and parking stands on each field. Practically all their work was accomplished under fire. Enemy artillery turned a furious hail of shells on the beaches, while German fighter planes made sneak raids.

Four short lessons in social security



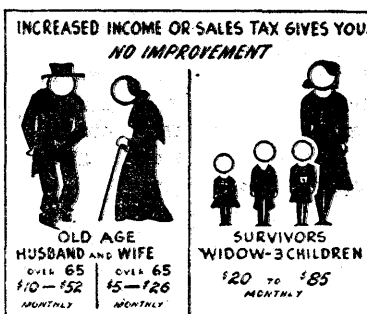
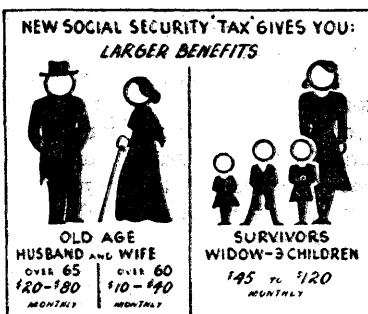
Under present social security law, farm workers, domestic workers and several other groups are not covered for unemployment and receive no unemployment benefits. About half of those in military service were not working in covered employment before induction and will receive no benefits. The Wagner-Dingell bill corrects this. But if Congress enacts a sales tax or income tax instead, there will be no improvement.



This chart shows unemployment benefits for a married man who earns \$40 a week in a factory and supports a family of four. Left: Benefits under Wagner-Murray-Dingell bill. Right: If sales or income tax is imposed instead, the worker will receive only those benefits now in effect under state laws.



Worry prevents proper rest and delays recovery from sickness. This chart shows how a worker will be protected in illness under the proposed Wagner-Murray-Dingell bill as contrasted with his position if Congress imposes a sales or a higher income tax instead.



Under the Wagner-Murray-Dingell bill more liberal benefits would be provided for widows and children and old age. If a sales tax or a high income tax is enacted instead, there will be no increase in benefits under present social security laws. (Amount of benefit differs according to number of dependents and wages received by workers.)

(Charts are from AFL Labor's Monthly Survey via Federated pictures.)

California labor has proud record

San Francisco. — "California's strike record during wartime is indeed a proud one, and California's labor unions must be made of a superior clay," Paul Scharrenberg, director of the California State Department of Industrial Relations, told the San Francisco Commonwealth Club last week.

Scharrenberg pointed out that data compiled by the U. S. Bureau of Labor Statistics reveal that whereas some 5,000 California workers were involved in strikes monthly during the period between 1935-1939, that figure was reduced to 887 for the month of June, 1943.

The German army has finally succeeded in disengaging itself from the troublesome city of Kiev. As one army wit puts it: "Nothing can now stop the Reichswehr in its triumphant march toward Poland."

Engineers have vital war role

(Continued from Page 3) "With the assistance of this plane we've been able to outfit special airborne units with miniature equipment which can parachute into the jungle miles from our nearest troops and hack out our airfields in no time at all."

He cited one instance where the airborne engineers flew 1,000 miles, parachuted to the ground and had fighter planes flying from an airfield in twenty-four hours.

Sacramento plans

(Continued from Page 3) opened in Grass Valley. It is located in the Labor Temple, Holbrook Hotel, and is for the convenience of members in that section in obtaining clearances, paying dues, and applying for supplemental gasoline.

Labor school free to men of local 3

(Continued from Page 3)

The School is unique also because the majority of its teachers are active members of the labor movement. Jack Wagner of the Pile Drivers Local 34, teaches "History of the American Labor Movement" during the next semester, beginning February 7th. Wagner has just finished a pamphlet history of American Labor's participation in the fight for our American democracy which is being published by the California State Federation of Labor.

G. F. Irvine, well-known labor leader from the Railroad Brotherhoods, is an active participant in school activities and is Vice-President of the School's Board of Directors. Jack Shelley, President of the San Francisco Labor Council, will be a visiting lecturer next term in the School's "Practical Politics" class.

The School conducts "A Special Class for Business Agents" on the ways and means of securing a raise in pay under wartime conditions. Sam Kagel, San Francisco's well-known labor negotiator and now an official of the War Manpower Commission and Matthew Tobriner, AFL attorney, are among the instructors for this course.

The classes are adjusted to suit the busy war worker who works long hours. They meet for an hour and a half once a week and extend for eight weeks.

The following classes are held in the School:

Trade Union Leadership I; Trade Union Leadership II; Labor History; Elementary Economics; Public Speaking and Parliamentary Law; War Economics.

Journalism; People's History of the United States; English; Drafting and Shop Mathematics; Blue Print Reading; Practical Politics.

The Tom Mooney Labor School extends to all members of Local 3 a cordial invitation to visit and inspect the School, and sit in on classes and lectures. Hours are from 10 A.M. to 5 P.M., and 7:30 P.M. to 10:00 P.M. weekdays; and from 10:00 A.M. to 1 P.M. on Saturdays. For further information about classes, telephone David Jenkins, School Director, at ORdway 4277.

Shipyard men get pat on back

Sausalito, Calif.—AFL Metal Trades Council workers at Marinship yards here were praised by Admiral E. S. Land, Chairman of the U. S. Maritime Commission, for construction of the Liberty Ship, S. S. Sun Yat Sen.

In a production communique to the workers, Admiral Land quoted the master of the ship, who reported that in 17,000 miles without a trial trip, the ship never stopped—had no engine trouble, not even a hot bearing.

"Her maneuverability is excellent as she handles like a small sail boat," the master said. "She makes better speed than specifications call for and does this consistently. In Chile, 10,040 tons of copper pigs and beans were unloaded in 3 1/2 days, thanks to fine operation of the winches. The welding is absolutely beyond criticism.

"The workmanship of the Sun Yat Sen is fine and the men who are responsible for it are to be commended highly," he concluded.

In relaying this message, Admiral Land joined with the master in congratulating all who had part in building "this splendid vessel."

Eureka says work has slowed up

Otto Never, Business Representative working out of the Eureka Office, reports:

Eureka.—Work in the Redwood Empire has slowed down considerably but we have at this time only two brothers not working.

Marshall Hanrahan at Crescent City is still working; putting out 4,000 tons of screenings for the state in addition to their road contract. This should keep our members there busy for another two months.

The chrome mine at Orick is in litigation and we can't expect any call for operators and heavy duty mechanics from them for at least another month.

There are other mines opening up however, and we may need skip men and mechanics.

In Eureka, the Mercer Fraser Co. keep their crew busy all the year around. The Local housing project is keeping four brothers busy, while the Chicago Bridge and Iron Co., keeps another 150 men busy at their shipyard. We have call here from time to time for oilers and Ventilator men at \$1.08 and \$1.20 respectively. This is a six-day job and at present most of the brothers are putting in Sundays as well.

The Eureka Shipbuilding Co. at Fields Landing is giving us plenty of cooperation. We now have a brother there as port engineer and another as welding instructor, both at \$1.75. This yard will have a contract for six purse seiners at \$72,000 each in a few days. That with other dry dock and repair work will about double their yard. This outfit will do everything it can to pay construction scale instead of shipyard scale.

Brother Vandewark was there recently and visited this yard and was agreeably surprised at the spirit of friendship that exists between the company and the union. And, believe it or not, plans are now in the making to give the employees coffee time twice a day as well as furnish the coffee.

There is still some fishing here, and at low tide some clam digging. Any brother who likes to fish and would want a job on ventilation, get in touch with me. We will also need a mechanic with a marine engineers' license. Any brother who feels he can handle this job, contact Brother Vandewark in the San Francisco office, or write me direct; c/o Operating Engineers Local No. 3, 840 "E" St., Eureka, California.

Yards top output goal

(Continued from Page 1)

In particular, have received wide acclaim, and well they should. The breaking of records, however, does not begin on the shipways, but in the steel mills, engine factories, and boiler shops, for the modern shipyard is merely a final assembly line of a nation-wide plant.

"Actual construction of the world's greatest Merchant Marine has been the handiwork of farmers, shopkeepers, and housewives, workers recruited from every walk of life to learn and carry out one of the most difficult jobs in industry. The extent of their contribution toward victory may be visualized by imagining the ships they have built since December 7, 1941, steaming in a column and spaced at mile intervals. An unbroken line would be formed extending from Maine to Scotland, or, if you like, from Dutch Harbor to Tokyo."

Relations at Permanente improving

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

Stockton—Permanente Metals at Lathrop has been given a lot of attention of late.

Many problems of serious proportion have been adjusted and there is still a lot to be done. Harry Metz has visited this plant with me on two occasions in the last month, and on our last conference with management, in the presence of Mr. Todd Inch considerable progress was made.

Jurisdictions are being clarified and several nasty conditions have been eliminated. Mr. Ray Woodman will handle, personally, all labor controversies on this job.

I am satisfied that Mr. Woodman will go a long way toward creating a harmonious operation at this plant. Regular meetings of the engineers are being planned and the date will be posted at the plant as soon as possible.

The Claude Woods job, resurfacing and grading between Valley Springs and Mokolumne Hill, then to West Point is under way. Jack Beale is super and I wouldn't be surprised if our old friend Ray Austin doesn't take the grade foreman job in addition to that of steward. Ray is stopping at the Treat Hotel at San Andreas.

Biassotti won't start the Altaville-Murphy's job until he gets his equipment out of Dublin about the 10th. Al Regalia will push this job, but to date, I have not been able to find out just how much equipment he intends to use. Jack Reeves has a small levee job at Paradise Cut, with about 6 rigs. "Red" Poole is mechanic on this job. Both he and Ray Austin came down from the Pasco job.

Tom Shaw finished a small job for Rutherford at the housing project across from Pollocks. Teichert has a street job at Morningside milk housing project.

I attended a meeting the latter part of last month at the Wetzel Lumber Company, 20 miles above Plymouth. This was a saw mill workers meeting. Clyde Evans, Nig Myler and the skimmers were very much in the limelight (two lanterns), and at 10:30 the meeting was adjourned, the jug passed around and the negotiating committee got under way. What progress was made, I will report in the next issue.

I stopped over with Brother Jack Burns at his "Golden Star Hotel" at Ione for the evening, as the tule fog reaches quite high in the hills this time of the year. Any of our members passing Ione should give Jack a tumble, as he runs a nice place. He is plumb full of information about this country, which is sometimes a help.

Our shipyards are holding their own, very few rehires, as the men are sitting tight. Mike Hunt is running a small job at Vernalis, for the Union Paving Company. Joe Wynns is craning on this job.

These are the only jobs that keep Stockton on the map as to construction. This is a very dead area at the present for the traveling engineer. But one can't tell what will happen next, so until the next issue, a very Merry Christmas and a Happy New Year to all.

Public relation officers of the Eighth Air Force have drawn up what they call a "Model German Communiqué." It reads as follows: "Large formations of American bombers attempted to penetrate Germany today but were driven off by hordes of our brave fighter pilots. Four hundred enemy bombers were shot down; three of our fighters were lost. One of our cities is missing."

How about your card?

We have made every effort to see that each member receives his membership card as soon as possible. However, it has come to our attention that many brothers complain of not having received a card, in proper time.

After checking many complaints received, the office finds that there is usually a reason the card has not been sent. (In most instances, the member does not have his proper address on file.)

Therefore, if any member has not received his card, contact the Branch Office in your locality or write directly to the Main Office (1161 Market Street, San Francisco) and if you are entitled to a card, it will be mailed immediately; if for some reason you are not entitled to a card, you will be informed as to the reason.

VICTOR S. SWANSON,
Local Union Manager.

Bids on canal job due soon

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

Fresno.—The Bureau of Reclamation has announced that bids will be opened on the balance of the Friant Madera Canal on December 10th, but I have learned that the date for opening bids has been advanced to December 22nd. This work extends the main canal from the Fresno River to the Chowchilla River, a distance of 17 miles. We are hoping that the Madera Irrigation District will soon start on the laterals which should make a lot of work for engineers.

Piazza & Huntly will finish on their road job at Lemoore in about two weeks. Trewitt Shields & Fisher are going right along on their flood control job on the Kings River near Hub Corners. They are using 18 cat skimmers and a pile driver crew.

The American Dredge Company has its crews pretty well lined out and the Dredge Pronto is running smoothly. They are using around 30 of our members on the Tulare Lake job near Corcoran.

The J. E. Haddock Company is keeping 8 engineers busy on their landing field job at Woodlake. This is a small job and will be finished in about four weeks unless they get an additional appropriation, which they are expecting.

The wage scale negotiations with Rock and Gravel companies is going along okay, with all parties seemingly willing to cooperate.

Larsen and Harms are moving right along on their Canal Job with a number of our members busy.

Quite a large number of our members have passed through Fresno recently making inquiries about work. They have come from both north and south, which shows that work is none too plentiful anywhere. Let's hope it gets better.

Accident rates fall in shipyards

Washington, D. C.—The U. S. Maritime Commission reports a drop of 13½ per cent in the cumulative accident rate for its contract shipyards for the 8-month period ending in August.

Covering 79 yards, the report shows a continuing improvement which has reduced the accident rate from 37, the average for 1942, to 32 for the first 8 months of 1943.

Jobs easing up in San Rafael area

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

San Rafael.—Construction work is very quiet in the San Rafael district. Local contractors manage to keep their regular crews busy, however.

Heafy-Moore working on road extension job, Tiburon, California. Reese & Reese housing projects buttoned up. Fredrickson & Watson finished Hamilton Field and Ft. Barry.

Peter Sorenson is also on the finish end. Soda & Son, Petaluma Creek at Black Point completed. A. G. Raisch on finish end. All airports in Santa Rosa district finished. Few members employed by the U. S. Engineers District on maintenance.

Burman Bros. got some equipment rented out and have wood's jobs making roads for saw mills. Government closed down Mendocino Airport until late spring . . . to wet to operate. F. J. Mauer making good progress on Abion Bridge. Truett, Shields & Fisher on Napa river, working on West half and doing good!

Local contractors in the Vallejo district are puttering around on small jobs. Teichert & Sons with Bud Hall, Superintendent, and Brothers Al Kingwell and Henry Carpenter pushing . . . are rapidly filling in Morrow Cove. Top crew on this job, working two ten-hour shifts 6 days per week.

Casson & Ball have got grading in a nice shape for winter rains to settle on Vallejo Napa highway. McDonald & Westbrook got Napa Airport in good shape and should be finished by Xmas, if no rain! I am invited to participate in a celebration if weather holds clear . . . Brother Bill Stone and Brother Curtis are Master Mechanics on this job. Earl Walsh the Superintendent on this job has progressed very smoothly.

This crew of No. 3 men can show lots of 'em how to lay cement and Mr. Walsh appreciates the fact! . . . Few jobs progressing in Benicia. Most members employed in this district at the present time; and only hope the future will look better.

Also, please remember that you can't vote against the politician who voted against you, unless you are REGISTERED . . . so please take all members of your family who are eligible to vote and visit your County Clerk's Office. You have a permanent address and you can get an absentee's ballot, and your Local Business Agent will notarize it . . . so will you members of Local No. 3 do your part to move these "bums" who vote against you!

Wishing all the members of Local No. 3 a most enjoyable "Holiday Time" and best wishes for the New Year!

Injuries keep 50,000 off job

Washington, D. C.—More than 50,000 manufacturing workers are absent from their jobs every day because of industrial injuries, Secretary of Labor Frances Perkins reported.

"Industrial injuries disabled approximately 69,000 manufacturing workers during August with a resulting loss of 1,300,000 man-days of production," she said. "This loss, which does not include any allowances for the continuing economic effect of the many deaths and permanent physical impairments, is equivalent to full time employment during August for 53,000 workers."

Going into the service?

At the close of October we find that a total of 1333 members of Local No. 3 have been granted service withdrawal cards.

Any member who has entered military service (including the Merchant Marine) is entitled to a service withdrawal card, providing his dues are paid to date. For example, if the member requests a service withdrawal card between the first and the last day of December, his dues must be paid for the month of December.

The card is issued without charge, and when the member is released from service the card is deposited without charge. The member should deposit the card promptly upon his release from military service as he is not entitled to work while he holds the service withdrawal card.

If the card has been lost or misplaced by the time the member wishes to deposit it, he should contact the San Francisco office by mail or telephone and a duplicate card will be deposited. Dues should accompany the member's request to deposit the card.

Don't neglect to request a service withdrawal card if you are eligible. You may become suspended regardless of the fact that you are in the service.

"Merry Christmas and a Very Happy New Year to All."
T. M. BYNON,
Financial Secretary, Local No. 3

WLB ok's pay pact in shipyards

Washington, D. C.—The National War Labor Board approved proposals of management and labor for elimination of interplant inequities in 56 West Coast shipyards employing more than 400,000 workers.

The WLB on July 30 had denied a general wage increase requested by the unions but advised the parties that it would consider adjustments to remove injustices between rates in the existing schedules.

The board's final action was taken on two proposals—one, an agreement submitted by American Federation of Labor affiliates and the managements of 50 yards with which the AFL has contracts, and the other, a proposal from a CIO union and six companies with which it has contracts.

About 7 per cent of the more than 400,000 employees will receive increases under the equalization program.

Through equalization of certain rates, the yards now will be able to interchange employees from one job to another and thus will speed up production and effect economies which the parties estimate will save the government from \$50,000,000 to \$75,000,000 a year.

Interchangeability of employees between jobs must be placed into effect by the yards to gain the benefits of the increases, the board ruled.

The board approved, with one modification, the agreement submitted by the AFL and employers. The modification provided that the basic hiring-in rate for labor shall remain at 88 cents an hour with progression, whenever such labor is productive labor, to 92 cents after 30 days and to 95 cents after 60 days. The parties had proposed a flat 95 cent hiring-in rate for productive labor.

San Mateo work holds its own

Pat Clancy, President and Business Representative working out of the San Francisco office, reports:

Work in San Mateo County has just about held its own for the past month. There had been a slight decrease but there were a few little jobs started so that evened things up a bit.

The Union Paving Company has the paving job for the new Airport at Mills Field, with three of our brothers working at the present time.

Guy F. Atkinson Company is moving its yard to South San Francisco where it purchased fifteen acres of land. There are three of our brothers working there leveling off this new yard.

Western Pipe and Steel and Belair shipyards have been proceeding about as usual. There should be a couple of new rigs coming into the Belair yard before long.

The Piombo job at Mills Field was about complete, although the Government is asking for bids on approximately 800,000 yards more. The Housing Project at South San Francisco is completed.

Schultz and Company at Millbrae has the excavating job about complete, and a few of our members are working there now on the streets and sidewalks.

There isn't much activity over on the coast highway. One small slide job which will be completed in a couple of days. W. O. Tyson Rock Plant at Woodside now has an engineer operating some.

The McDonald and Kahn job at Western Pipe and Steel is about complete. A little more new construction work is to come at Western Pipe; a pier, dock and a little other stuff.

Outside of a few odds and ends around, that is all I have to report. In closing, I wish you all a Merry Christmas and a Happy New Year and lots of luck and activity for 1944.

WLB upholds closed shop

Washington, D. C.—The War Labor Board has unanimously ordered that a union shop clause be retained in a contract between the Weber Showcase and Fixture Co. of Los Angeles and four AFL building trades unions.

The company had claimed that the union shop clause and the contract were terminated when the union asked for a reopening of the contract under a provision giving either party the right to serve notice of a desire to "modify, amend or terminate it."

The WLB found that, on the contrary, the record showed that the union's intent was not to terminate the contract, but to modify and amend it. The board therefore ordered employees who were hired during the period in which the company claimed that it was not bound by the union shop clauses, to become members of the union in good standing within two weeks or seek jobs elsewhere.

Dredgemens' report

(Continued from Page 1) on February 6, 1943, is now pending before the Board. Whatever results we will receive, cannot be foretold at this time. However, the men will be notified of the action as soon as it is received in this office.

There are still some jobs open on the Pacific. You can get information regarding these jobs by calling either the San Francisco or Oakland offices.

Air base may start at Alturas

E. A. (Red) Hester, Business Representative working out of the Redding Office, reports:

Redding—From Alturas comes a rumor that Harms & Larsen will soon start to work on the first unit of the Alturas Aeronautic Training Base. This consists of one 7,000-foot run way and some road work.

Morrison & Knudson are going ahead with the new work at Tule Lake addition to the disloyal Jap camp. Willis & Son of Los Angeles are digging the ditches. However, this job will not last long.

Morrison & Knudson are also doing a big job at Klamath Falls. Due to the fact that Portland has a lot of idle men, a No. 3 man does not stand much of a chance of going to work. There have been a few cat calls and cries that they are contrary to our system where it is so close to the border. This job comes under the jurisdiction of Local No. 701.

At the present time we have a few men out of work, and not much new work in sight. Most of the big jobs are tapering off and a few men are being laid off.

We still have about one hundred and thirty engineers working on the Big Bend Hydro-electric project. All of the railroad work between Klamath Falls and Red Bluff has been shut down.

There is not much doing around Redding outside of the Shasta Dam and the Columbia Construction Company projects. Work is very slow in this district. About all we have to look forward to is the Alturas job.

With all good wishes for a Merry Christmas and a very Prosperous New Year.

Vets' benefits in Congress

Washington, D. C.—Congress is beginning to get busy on providing aid for demobilized service men and women, after repeated demands for such action from President Roosevelt and the American Federation of Labor.

Bills just introduced in both houses call for:

Up to \$300 mustering-out pay on leaving the service.

\$15 to \$25 a week unemployment compensation, depending on the number of dependents, if without a civilian job at any time during the first 15 months after leaving the service.

Social security credits, based on pay of \$160 a month, for time spent in the service.

President Roosevelt urged in a message that Congress provide now for financial aid to those leaving the armed services. He said such action would give a big boost to morale of fighting men.

Under the May-Barkley plan, mustering-out pay would go to all personnel below the grades of major in the Army and lieutenant commander in the Navy. It would be \$100 for less than 4 months' service, \$200 for 4 to 6 months' service, and \$300 for 6 months or more service.

The program of unemployment compensation calls for \$15 a week for single persons with an additional \$5 a week for a dependent wife and \$2.50 for each child up to a total of \$25 a week. It would be handled through the Social Security Board, cooperating with State unemployment agencies, and would be denied to those refusing "suitable employment."

The social security provisions would have the effect of bringing under old age and survivors' insurance thousands of servicemen and women who were not covered in civilian life.

Functioning of War Manpower Commission described in new series

So that the membership may have a better understanding of the various Boards set up by the government to accomplish the greatest amount of service with the available manpower, and that the membership would have a better understanding as to these aims and objectives of these various governmental agencies, there will be a series of articles published in the Engineers' News from time to time. To those of the membership who are interested in the subjects covered and have questions which they desire answered, they may do so through the medium of the Engineer's News by directing their inquiries to the San Francisco office.

C. F. Mathews, Recording-Secretary, has compiled the following information, which may be of interest to our membership:

The War Manpower Board, consisting of the following governmental agencies, was established April 18, 1942 by Executive Order 9139; the Department of War, the Department of the Navy, the Department of Agriculture, the Department of Labor, War Production Board, Labor Production Division of the War Production Board, Selective Service and the United States Civil Service Commission.

This Board was established for the purpose of assuring the most effective mobilization and utilization of the national manpower.

The duties of this Commission are to formulate plans and programs to establish policies to assure the most effective mobilization and maximum utilization of the nation's manpower in the prosecution of the war; to assure such policy and operating directions as necessary thereto; to estimate the requirements of manpower for industry; to determine basic policies and take such other steps as are necessary to coordinate the collection and compilation of the labor market data by federal departments and agencies.

Its duties also are to establish policies and procure regulations governing all federal programs relating to the recruitment of vocational training and placement of workers to meet the needs of industry and agriculture; to procure basic policies governing the filling of federal government's requirements for manpower excluding military forces; to formulate legislative programs designing those facilitating the most effective mobilization and utilization of the manpower of the country.

Each of the above agencies was required to conform with this Executive Order and each of the above commissions was directed to supply the information required for the Manpower Commission. This Order was issued

Contract for ships awarded

Award of contracts for the construction of 25 reinforced concrete lighters to be built by Concrete Ship Constructors, of National City, Calif., was announced by the Maritime Commission today.

The lighters are to be constructed at the request of the Army which plans to use them as storage barges in the South Pacific war zone. With a carrying capacity of approximately 2,000 long tons each, the lighters will be 265 long and 48 feet wide.

Concrete Ship Constructors is now completing delivery of 22 concrete oil barges which the Commission is having built for the Navy.

as of April 18, 1942 and required over one year to place it into operation in the Bay district.

Under the terms of the Executive Order a vigorous and unified program for the allocation and mobilization of the Nation's manpower is made possible. The first step in the program is the determination of the basic military needs for manpower, which will now be done by the Secretaries of War and Navy in consultation with the Chairman of the War Manpower Commission.

Second, the needs of industry and agriculture have been estimated with specific reference to war production schedules and crop goals. The total population of the Nation is now considered as a national pool from which the needs of the armed forces, industry, agriculture and essential civilian activities will be supplied.

The allocation of men and women can now follow in an orderly process, both because voluntary enlistments have been eliminated by the Executive Order and because the Selective Service System and the other manpower activities will be thoroughly coordinated.

Finally, to insure that the manpower program is properly dovetailed with the other elements of the war economy, the Executive order provides representation for the Chairman of the War Manpower Commission on the Board of Economic Stabilization.

A program has been formulated by the War Manpower Commission during the past several months and is now being expended and intensified, along with the necessary organization for putting it into effect. The five principal points in the program are:

1. Allocation of manpower to the armed forces, war industries, agriculture and other essential civilian activities.
2. Efficient use of labor for war industries.
3. Mobilization of the Nation's labor reserves.
4. Transfer of workers from less essential activities to activities essential to the support of the war.
5. Providing labor needed for essential agriculture.

Much time was spent and many meetings were held by the Manpower Committee and Labor before the plan was put in operation to prevent the waste of or hoarding of manpower. Care was taken that the freedom of the average workman would not be too greatly interfered with, realizing that the average workman is patriotic and desirous of performing work most necessary to the war effort.

The procurement agencies of the government know the requirements for war necessities best and through them comes the pattern for production. For example—it would be wasteful of manpower to build a great supply of ships if the engines and machinery to put them in operation were not available. If the builder of ships had an over-supply of manpower a system of diverting available manpower to the manufacture of engines and machinery and curtailing the supply to shipbuilders is set up by a priority system, thus preventing a wasteful distribution of manpower.

The fundamental objective is to eliminate wasteful labor turnover (shifting of the workman from one job to another), and to direct the flow of available labor to employers engaged in activities important to the war effort. It is obvious that uncontrolled migration of labor would result in the loss of many man-hours to critical industry.

This does not mean that a workman cannot choose his place of employment or that he will be forced to accept employment he does not want, but simply that he will be asked to use his skill in a place where it is most needed. If, for a number of reasons, an employee desires to quit his present employment, he is requested to make application to do so in the form of a three-day notice which can be obtained through his foreman or personnel department or a member of his Local Committee, which the Committee must act upon within 48 hours, and if the reasons for quitting are valid he will be issued a clearance. Should the Local Committee reject the employee's application, the employee may then, if he believes his case valid, file a Notice of Appeal which will be forwarded to the Area Director.

There are twelve regional plans which are applicable where no area plan is in effect. Areas within the regions have formulated voluntary plans which are now in force. Those affecting members of Local Union No. 3 are the Nevada Area Employment Stabilization Plan, effective as of October 15, 1943; Region 11, which embraces the State of Utah, has a temporary plan effective July 1, 1943; California Area No. 1 has a plan effective April 20, 1943 and Residual California Area Plan effective May 7, 1943.

The full text of each of these plans will be published in later editions of the Engineers' News if the membership is sufficiently interested.

OWI looks at causes of turnover

Washington, D. C.—Approximately twenty-six definite causes, singly or in combination, underlie the heavy labor turnover in American war plants, the Office of War Information reported.

The OWI survey showed that many of the causes are familiar ones in industrial circles, while others are new and often can be prevented.

Desire to secure a job at better wages continues to be a major motivating factor in workers quitting. Another reason is a feeling of the worker that he is not doing enough for the war effort—even though he may be working in a war plant.

A worker may quit his job because there seems to be no chance for advancement; another may feel that the job gives him no chance to express his ideas and that, therefore, his ability is going unrecognized. Poor health causes some quits.

A worker often quits because he cannot find adequate housing or because he gets tired of battling his way long distances on crowded street cars and buses. He may not like his hours, his working conditions or his foreman.

He may consider his work too hazardous. These are the long-familiar reasons for workers quitting.

Then there are newer, lesser-known, but just as potent reasons. If a worker is a stranger in town, he may become restless and unhappy because of a lack of social contacts or recreation after work.

He often becomes discouraged because of enforced delays, layoffs or work interruptions that he does not understand even though they may be justified. There may not be proper facilities for providing meals near the plant.

The worker may think the war is nearly over and want to find a more permanent peacetime job. And then some men are naturally restless and periodically get the urge to look elsewhere for a job.

Women have a whole set of reasons of their own for leaving, such as the desire to join a husband who is in service or inability to cope with the double job of house-keeping and working.

Women often take jobs to get money for a specific purpose and quit when they have earned enough. Women quit to get married or to give birth to a baby. Some decide their children need more than part-time care.

AFL exposes tax "joker"

Washington, D. C.—The American Federation of Labor exposed an anti-union joker in the new tax bill now being considered by the House of Representatives.

AFL President Green protested emphatically to House Majority Leader McCormack against a provision in the bill which would require labor organizations to file with the Bureau of Internal Revenue an annual return, specifying all items of income, receipts and expenditures.

Since labor organizations are exempt under existing law and also under the proposed amendments from paying income taxes, the only possible purpose of the new provision would be to force trade unions to throw open their confidential data to fishing expeditions by anti-labor congressmen.

"These reasons are absurd as applied to labor organizations," Mr. Green declared in a letter to Representative McCormack.



Hollywood glamor girls don't have a monopoly in the pinup field. Mary Elizabeth Dorman can give them good competition. A war worker at Chicago and Southern's Modification Division at Memphis, Tenn., Mary Elizabeth was chosen "Miss Victory" in a recent beauty contest.