Firms Must Share Gains, Says Steel Union Chief

NEW YORK (AP) — The steel strike, says the man directing the walkout, won't end until companies agree to a fair split of increased profits with their half-million workers.

David J. McDonald, president of the United Steelworkers of America, thumbed pages of a newspaper to a short inside article saying a small steel firm had netted almost as much profit in six months this year as the company's highest full-year earnings record.

"Fantastic" said McDonald. "Wait until the big steel companies file their profits reports next week. You'll see. They're going to have to share that money with us.

"It has always happened that way. And we intend to see it continues."

McDonald's views were as fixed and unyielding on the union side as were those expressed for the industry earlier to the same interviewer by Chairman Roger Blough of the United States Steel Corp.

Talks with the two men, equally firm in their stands in the titanic labor-management clash that has shut down most of the nation's vast steel industry, pinpointed the issues.

The industry is dead set against any new net labor cost increase. The union says the workers deserve—and are going to get—higher pay and companion benefits.

McDonald said the industry is trying to cut its work force, whereas steel employment should be increasing to meet the expanding metal needs of America and countries abroad.

"We are being pictured by the industry as opposing progress and efficiency," McDonald said. "I repeat what I've said: the claim is as phony as a seven-dollar bill. The industry's whole position is based on misrepresentation and distortion of the facts."

The union, said this dapper, well-tailored, prematurely gray union boss, looking for all the world like a top industry executive, has never opposed automation or technical progress.

"As further evidence of the phonyness of industry's arguments, thousands of adjustments in working conditions are made each year by joint agreement in local collective bargaining," McDonald said.

"What the industry desires, however, is to eliminate free collective bargaining in making these adjustments and to substitute unilateral management imposition of its will."

McDonald stressed that the steel industry's total labor bill is less now—with considerably more steel production—than it was in years past—some 8 per cent less, per ton of finished steel, than a decade ago.

"And there are thousands upon thousands fewer steelworkers in the mills today producing more steel and better steel than ever before," he said. "Does that look like featherbedding?"

Aren't the cost cuts due to more efficient machines and production methods rather than to increased worker effort?

"It's the result of both," the union chief insisted. "That's why we only say we deserve our fair share of these hugely increased profits.

"As physical effort decreases, mental effort increases. This is not to say there doesn't still exist a great deal of physical effort — sweat and hard work. Innumerable improvements have been initiated by the workers," he said. "We are not loafers. We work hard. As partners in the enterprise we have something coming. We intend to get it."

What would be a "fair share?"

McDonald said that is a matter for bargaining. But he noted the union has offered to settle on the same annual increase terms that were the basis for the 1956 three-year agreement with steel firms.

"In not seeking more than that," McDonald said, "we have made a concession and a contribution to curbing economic inflation. We have not tried to hamstring the industry in any fashion."

The living cost escalator feature of the expired steel contracts—something the industry wants eliminated—must be continued in any new agreements, he said.

The escalator arrangement gears pay rates partly to the government's living cost index, adjusting them up or down according to living cost changes. The industry says the escalator results in pyramiding inflation.

"The cost-of-living factor has become part of the mores of American labor that the steelworkers union does not intend to drop," McDonald said.

How long will the steel strike last?

McDonald, who has had to cancel plans to accompany Richard M. Nixon on the vice president's current tour of the Soviet Union, said the answer is up to the industry.

"We want our people off the bricks and back at their jobs as soon as possible," he said.

Morty Meekle

Stewardess On Red Jet Hopes She Made Friends

By GAY PAULEY
UPI Women's Editor

NEW YORK (UPI) — Vicky Gedrinsky, an American stewardess who spent two weeks with the crew of Russia's giant TU-114 prop jet plane, said today she hopes she made her country some friends in the Soviet Union.

She also hopes she set some records straight before the craft carrying First Deputy Premier Frol R. Kozlov departed for Moscow. Like the fact that Broadway has legitimate theater, not burlesque. Like the fact that her salary is enough for her and two other stewardesses to rent an entire house with spacious lawn and rosebushes.

Vicky, employed by Pan American World Airways on its Boeing 707 jet flights to Europe, was lent by the airlines to the Russians for translating. Her job was to help explain to sightseers facts concerning the world's largest plane, while it was open to the public at Idlewild Airport.

Vicky, 30, New York born and Paris educated, got the job because she speaks five languages including Russian.

The fact that she is pretty and savvy also probably helped. A lass with red-gold hair and green eyes, she modeled for European couturiers before she joined Pan American in 1957.

She said in an interview that her job on the TU-114 was supposed to be strictly language. But it wasn't long until she was bringing crew members maps of New York City to help them find their way around when off duty. The head engineer got a tourist guide to the U.S.A.

And sometimes, Vicky just sounded off. There was the incident shortly after the plane arrived in New York. A Russian embassy official from Washington was briefing the crew. Said Vicky —"He told them, 'There are no theaters in New York. Only burlesque.'"

"Well," she said, "I told him I'd just finished inviting some of the crew members to join me in seeing a Broadway show. Then I asked him if he'd ever heard of Eugene O'Neill's 'Touch of a Poet.'

"'You call that burlesque?', I told him."

Miss Gedrinsky said she found the plane's crew "very nice, and very shy people. They would ask questions, but not too probing.

"I would tell them some fact about life in our country and their answers always were, "Yes, but in our country. . .' "

"It is impossible to describe the look on their faces when something surprised them," she continued. "A couple of the crewmen came over for a drink one day and when I told them that two other girls and I could afford the house, there was that wide-eyed look. And then one asked how much was my salary.

"I told him, and that almost every month there was some overtime. There was that look again."

The crew included two stewardesses, one of whom, Morgounova Nadejda, willingly posed with the Pan Am girl for pictures aboard the craft. Miss Nadejda said that the plane usually carried five stewardesses, but the full complement was not necessary on this trip because the party was small.

Vicky said sightseers poured through the plane at the rate of 6,000 to 8,000 a day. What they saw was a craft longer than three freight cars, but looking on the inside like a passenger train. A separate dining area with tables looked like a train diner; sleeping compartments were divided much as they are on a train.

The only sections kept off-limit to tourists were the cockpit and for some unexplained reason the galley. The galley is on the lower deck and food is brought to the passenger section by elevator.

To me, the interior done in deep red carpet with medium blue or patterned blue and beige upholstery was a little old-fashioned — less colorful than interiors of most U.S. craft.

Sightseers could sign a guest book and add comments, if they wished. To one, the ship was "a big monster." To another, "fantabulous." To still another full of national pride it "is no better than the 707." One teen-ager wrote, "man, it's cool."

Miss Gedrinsky said that even in uniform she often was mistaken for a member of the Russian crew. One broad-bedecked Russian, whose identity she never learned, greeted her with, "How do you like the states."

"In my best English, I told him," she said.

A New York tourist took one look at her model's figure and said, "Well! We heard you all were fat."

POLLARD FLAT FIREFIGHTERS loading into National Guard vehicles from Red Bluff to go to the scene of the big blaze 21 miles south of Dunsmuir. This group, part of nearly 1,000 men from all parts of California and Hopi Indian crews from New Mexico, is representative of the army that converged on the fire, containing it to inside 3,500 acres rather than the 5,000 acres originally estimated. Some of the crews were released Saturday. Mop-up operations will require several days.

DISPATCHING HEADQUARTERS at Pollard Flat, ordinarily a campground maintained by the Shasta Trinity National Forest for tourists, became the center of activities to direct the battle against the costly Pollard Flat fire, south of Dunsmuir. Fire boss for operations is Joe Elliott, Sonora, timber management officer for the Stanislaus National Forest. Crews from almost every forest service area in California were at the scene of the blaze.

A STATUE GIFT to the Siskiyou County Museum came around Cape Horn from the Azore Islands in a sailing vessel and then by wagon to Siskiyou County. The recent museum acquisition was given by George DeSoza of Yreka.
— Photo by Betty Dow

Madonna And Child Statue Given To Siskiyou Museum

By BETTY DOW

A recent addition to the Siskiyou County Museum exhibits is that of a Madonna and Child statue, presented to the museum by George DeSoza of Yreka.

The statue is carved of wood, and the robe of the Madonna is painted a brilliant blue, her dress is red, while the headdress is white. The ball held in the lap of the Child is also painted a bright blue.

The story regarding the statue as related by Mrs. Mary Burgess of Vallejo, a daughter of the late Joe Silva Sr., is that her father brought the statue from the Azore Islands on a sailing vessel around Cape Horn, and then was transported by wagon to Siskiyou County.

Joe Silva Sr. was 19 years old when he came to this county, and the statue in his possession is presumed to have rested in a niche in his father's home, serving as a shrine.

Mrs. Burgess, not too sure of exact dates, stated that she knew her father was 19 when he arrived here, and that he was 91 when he died, which she thought was about 10 years ago, which would place the date of his arrival around 1877.

Mrs. Burgess further related that her father had herded sheep at McCloud, long before the railroads came, and also herded sheep in Grenada, before it was in existence.

Later he was employed by Manual and Anna Franklin, who lived in the Bogus area. The Franklins' at that time had an infant daughter, Mary, who was just a year old, and Joe said he would wait until she was old enough to be married and then he would marry her. Shortly before her 16th birthday, Joe Silva married young Mary Franklin, and they had six children.

They had a ranch, also in the Bogus area, which house is now the property of Mr. and Mrs. Ernest Lemos, who have lived there for the last 15 years, and Mrs. Lemos stated that the house was some 70 years old when they purchased the property. It was in this house that the statue was first unearthed, by George DeSoza, a nephew of the late Joe Silva Sr.

Mart's Bear Contingent Not Eager To Bet On Dip

By ELMER C. WALZER
UPI Financial Editor

NEW YORK (UPI)—From the looks of the short interest figures, Wall Street's bear contingent isn't too eager to bet on a big market decline.

The short position as of July 15 stood at 3,264,681 shares. That was a rise of a mere 22,988 shares. And the short interest as the stock exchange calculated it represented only one-tenth of one per cent of the total shares listed.

Shorts in odd-lots totaled a tiny 69,677 shares on July 15, against 93,155 on June 15. That shows the little fellows have been covering their short positions.

On the basis of the theory that the little fellows usually are wrong, their short operations might seem to indicate the market was heading into a decline. These little fellows of today are smart and the big boys aren't being led astray by their old theories.

Selling short is selling stock one doesn't own in the hope it will go down so that it can be bought back and the difference pocketed as a profit. The way this is done is simple for the short seller. He tells his broker to sell short and the broker does the rest—borrows the stock, sells it and finances the deal with your margin, of course.

A lot of heartaches can come from a short sale if your stock rises instead of falls. There is no limit to where it can go. Theoretically it could rise to a million and every time it goes up a point you lose that much on paper. And the day of reckoning comes when the broker yells for more margin.

The latest short position is in about the same position as the averages that rise when a majority of stocks are declining. Here the total rose a trifle while only 74 of the 175 stocks with a short position of 5,000 shares or more showed an increase in short sales. There were 99 that showed declines and two that held unchanged.

The bears apparently didn't like Studebaker-Packard because the short position in that stock rose much more than the overall total. It jumped 52,024 shares to 297,239 shares, most for any issue listed.

In the other autos, General Motors and American Motors rose with Studebaker, while the short position in Chrysler and Ford declined.

Gains generally were noted in the oil shares which have been regarded as poor market performers for a long time. Steels were up for the most part and so were store issues.

Declines came into most aircrafts, electronic issues, farm implements, chemicals, textiles, tires, and building equipments.

The stocks with the big figures n listings usually show small short positions and the current tabulation is no exception. For example, General Motors Corp., with 282,935,412 shares outstanding, had a short position of only 35,584 shares. Standard Oil (N.J.) with its 214,889,692 listed shares showed only 7,341 shares short. American Telephone, third among the giants, with its 213,794,497 shares outstanding, had a short interest of 13,789 shares, a small gain over the previous month.

The short interest has lost much of its significance over the years. A big short interest has been regarded as bullish because it represented potential buying some time in the future.

In this market, the major portion of the trading element is made up of investors who leave short selling to the professionals. And the professionals mindful of the force of investment buying don't seem to want to risk going short in a market that doesn't seem to want to decline.

Of course, as Securities & Exchange Commission Chairman Edward N. Gadsby, said of himself, they could be wrong.

EDISON ESTATE DEDICATED

WEST ORANGE, N.J. (UPI)—The rambling, 23-room Victorian-style mansion of the late Thomas A. Edison will be dedicated as a national monument today. The mansion, recognized as an outstanding example of Victorian architecture, will be turned over to the National Park Service. Known as Glenmont, it was Edison's home for 45 years and the scene of many of his inventions.

California Has New Law To Police Boat Owners

SACRAMENTO, Calif. (AP) — California has a new law to police its more than 300,000 boat owners and license their craft.

Regulations for safe operation of boats and liability of the owner went into effect immediately upon signature of legislation by Gov. Edmund G. Brown.

Other provisions for licensing and registration go into effect next April 1.

Boating boomed in California in recent years to the point where it became a big headache. Heavy traffic caused conflict of regulations. Accidents multiplied. There were other problems.

The situation applied to other states as well. Congress recognized it last year in enacting the Federal Boating Act. It sets up a state-operated sysem of numbering all inboard and outboard pleasure craft of more than 10 horsepower.

The act makes it possible for each state to enact its own regulatory system, based on the federal measure.

Under the new state law, California will have sole right to assign numbers to motor boats and collect a $5 license numbering and registration fee. Renewals will cost $3.

Boats, like motorists, will have to report any changes of ownership or address.

The U.S. Coast Guard will continue to enforce regulations on federal navigable waters. State and local peace officers, however, will have concurrent jurisdiction to issue citations.

Any boater violating the old rules had to be arrested with a warrant obtained through the courts.

Under the new law, a boating beatnik found in violation of the law may be cited on the spot by state or local authorities.

Owner liability for injury or damage caused by negligent operation of a boat provides up to $10,000 for the death or injury of one person in any one accident, and $20,000 for death or injury of more than one person.

There is a $10,000 limitation for damage to property.

Mount Shasta Dentist Dies

MOUNT SHASTA—Dr. J. L. Patterson, well known Mount Shasta dentist, died at 4 p.m. Sunday in Siskiyou County General Hospital at Yreka, after a lengthy illness. He had been hospitalized five weeks.

Born in Lexington, Kentucky, March 20, 1876, Dr. Patterson was graduated from Baltimore College of Dental Surgery in 1901. After his graduation, he began his practice in Atlanta, Georgia. From there he moved to Dallas, Texas and later to Butte, and Great Falls, Montana. Dr. Patterson came to Mount Shasta in 1912 and remained here until his death. His practice extended to Weed and Dunsmuir.

Dr. Patterson will be remembered among horsemen as a raiser of fine racing animals. Thirty nine racers from his model horse ranch near here ran and won in races all over North America.

After his retirement in 1956, Dr. Patterson acted in an advisory capacity for friends and clients of long standing. He spent much of his time attending races and talking horses with his many friends.

CHECKERED CAREER

SACRAMENTO, Calif. (UPI) — Ellen Doreene Harris, 18, was arrested with two friends Saturday night on charges of passing forged checks in local supermarkets. "I guess this ruins my plans to study criminology and become a policewoman," she told arresting officers.

THE TENDER TRAP

FULWELL, England (UPI)—A golfer who didn't give his name claimed today that he hit a hole in one in a million Sunday. The ball drove 200 yards, he said, into the trouser pocket of another golfer.

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Dunsmuir Stop For Girl Scouts

DUNSMUIR — Twenty two Girl Scouts from Palo Alto, en route home after a seven-state trip by chartered bus, stopped in Dunsmuir for lunch on Wednesday.

Their leader, Mrs. H. H. Tantau of Palo Alto, explained they had recently visited the Shakespearean Festival at Ashland and the Centennial Exposition in Portland and would spend two nights at Lassen National Park before returning home.

Woman Held In Slaying

MEDFORD, Ore. (AP)—A retired railroad engineer died in an ambulance en route to a hospital here Sunday and a woman was charged with his death.

The victim was William B. Simons, about 65, resident of the Camp White veterans domiciliary near here. Jailed and scheduled for arraignment on a first degree murder charge was Esther Elizabeth Lawrence, 31, Medford.

Police were called by Mrs. Lawrence. They found Simons lying on the ground with a deep head wound. In addition to the arrest of Mrs. Lawrence, police held four persons as material witnesses. They said the four were at a party in the course of which Simons was fatally injured by a blow from a shovel.

BITE FATAL

BIRMINGHAM, Ala. (UPI) — Mrs. Frances McWillie, 48, died Friday night shortly after she was bitten by a wasp.

McWillie said his wife complained of a stomach ache after the wasp stung her on the head and then collapsed.

Fir Timber Sale Draws Single Bid

YREKA—A. and S. Rochlin of Orleans, California, submitted the only sealed bid on 15,700,000 board feet of mostly fir timber in the McNeal Creek Unit, located near Forks of the Salmon in the Salmon River Working Circle, John Murray of the Klamath National Forest, announced after posting of the bid.

Species, volume in board feet, advertised prices and bid rates were: Ponderosa pine — nominal volume, advertised and not subject to bid at $11.35 per M; sugar pine—720,000 board feet, advertised and bid at $11.35 per M; white and red fir—630,000 board feet, advertised and bid at $2.50 per M; Douglas fir—14,350,000 board feet, advertised at $9.85 per M and bid at $13.17 per M; and incense cedar—nominal volume, not subject to bid at $2.50 per M.

Total advertised value was $151,094 while the value based on the bid was $198,736.50.

Murray concluded by stating that award of this sale will be made by the regional forester in San Francisco.

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