

# U.S. bricklayers here rile workers

American bricklayers are again coming to Prince George to do highly-specialized work and some local bricklayers do not like it.

There are a few local bricklayers who for one reason or another do not have a job and they resent importation of U.S. workers.

They blame their own union for the situation and there's talk about forming a union local in Prince George.

Local 1 of the Bricklayers Masons and Terrazo Workers International Union has jurisdiction in all of B.C. and the Yukon. Headquarters, of course, is in Vancouver and all the full-time union personnel are stationed there. The local has about 3,000 members, about 60 of them in this area.

The union has an agreement under which Americans can come to work in B.C. and Canadians can work south of the border.

According to business agent Charlie Farish, this agreement favors Canadians by two to one.

That is good for those in the

by  
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Lower Mainland, but hardly affects workers in Prince George.

That is only one of the problems bricklayers in this area face because they belong to a province-wide union.

For instance: if Vancouver bricklayers are working outside the metropolitan area, their stay at motels is paid for as are the meals. When a Prince George worker is working out of town, he has to pay his expenses himself because the expenses clause applies

only to those in the Lower Mainland.

When the Prince George bricklayers meet with their union representative it is not an official meeting, because those are held only in Vancouver. The local workers maintain they have no influence at all on union policy.

And it was only last week that the union agreed to have northern representatives at official meetings in Vancouver.

The union's constitution specifies that if 13 members

sign a petition for a charter for a new local this charter will be granted. At present a number of bricklayers in Prince George believe they have sufficient support to get their own local. They also have the support of the Prince George and District Labor Council. Council president Ed Bodner believes Prince George is large enough to have headquarters of local unions here.

And there is a precedent. While the pulp mills were being built some 500 electricians were working in Prince

George. A number of them did not like the service they received from the Vancouver-Kamloops local of the International Brotherhood of Electrical Workers.

They wanted their own local but ran into heavy opposition. The established local fought hard to retain jurisdiction, which of course meant money in the local's purse from the membership dues.

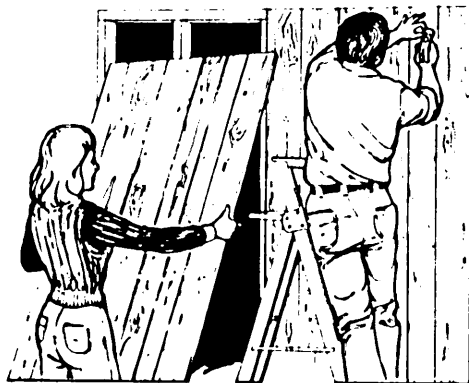
But after a few months a new local was set up here and it is still here: Local 2203 of the IBEW.

In the interest of better service to the membership Prince George should have its own bricklayers' local.

Of course, it would spell the end of the Lower Mainland influence and the importing of Americans to this region. If a Prince George local takes over the jurisdiction now held in Vancouver, the local will have the right to determine who is going to work in this area and it is a safe assumption area people will get first crack at the jobs.

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## Airline deficit 'to drop'

VANCOUVER (CP) - Webb and Knapp (Canada) Ltd. hopes to reduce the deficit of its subsidiary Northern Thunderbird Air Ltd. by at least \$150,000 this year, Robert J. Dick, a Webb and Knapp director, said in an interview Tuesday.

Dick said that revenues of \$1,999,853 exceeded direct operating costs of \$1,763,217 in 1977, but fell short of combined operating costs, debt charges, depreciation and a loss on aircraft sales by \$285,842.

He said the company hopes to reduce this over-all deficiency by \$150,000 during the current year, chiefly through organizational changes.

Dick said that first-quarter results for the Prince George, B.C., based airline do not show much of a turnaround, but second-quarter results should reflect the impact of administrative and operational changes. Northern Thunderbird, which employs more than 30 people, operates scheduled services out of Prince George to Kamloops and Penticton, and to Smithers, Terrace and Prince Rupert. Scheduled operations, performed with Twin Otter aircraft, contribute

more than half of gross revenues with the balance coming from charter operations.

The airline's 1977 operations

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