BALTIMORE JOBS PICTURE REMAINS BRIGHT

Government employment big factor

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At the end of the first quarter of 1966, total employment in the Baltimore Metropolitan Area stood at 746,300, an increase of almost 30,000 over the previous year.

At the same time, the total civilian work force in the Metropolitan Area was 770,000, some 23,000 higher than the March 1965 figure.

Unemployment fell to 23,700. This represented 3.1 percent of the civilian work force. Unemployment insurance claims for the last full week of March were 4,700 less than for the corresponding week of the previous year, and almost 53 per-cent or 10,000 below the same week in 1964.

The shape of the employment situation, as depicted by these statistics, merely stops the action at one point in time in a continuing picture of employment growth that has taken place over the past decade and a half in the Metropolitan Area of Baltimore.

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IN THE period from 1950 through 1965 the labor force grew by more than 134,000. In the same period, average monthly employment increased from 515,300 to 733,000.

In spite of the growth in the size of the work force, average unemployment declined from 33,900 in 1950 to 29,500 in 1965. Although the size of the labor force has increased at a fairly smooth and steady pace during this 15 - year period, there has been considerable fluctuation in the number of jobs and in the number of jobless.

A sharp rise in employment occurred between 1950 and 1951 and was followed by two years of growth which was interrupted by a recession in 1954. Out of this emerged another growth period lasting three years.

After the recession in 1968, although the employment level rose, unemployment remained high. In the year, 1961 unemployment in the Baltimore Metropolitan Area crested at a high of 8.6 percent. Since then unemployment has gradually declined and by 1965 it reached the lowest level since 1957.

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THE CATEGORY which reflects most sharply the periods of recession and prosperity is that of durable goods manufacturing. This is a group of industries on which a large part of the Baltimore economy depends either directly or indirectly.

Major industries in this group in this area are primary metals including steel, machinery manufacturing, both electrical and nonelectrical, transportation equipment, fabricated metals, and ordhance.

There were two noticeably high points in durable goods manufacturing during the period under consideration.

These occurred in 1953 and 1957. The 1953 peak was in part due to unusual activity in connection with the Korean Conflict, but other peak years are tied in with the economy of the country in general.

Since 1960 there has been an irregular decline in durable goods manufacturing employment. Late in 1964 and early 1965 there was a spurt in the primary metals industries which helped to bring the average durable goods employment for that year about 2,000 above the 1964 level.

If we compare 1965 with 1957 we can determine what the long-term changes have been in durable goods since that peak year. It shows an eight-year drop of about 23,000 workers.

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THE NONDURABLE goods group maintained a fairly steady level until 1957 then it sloped downward and since 1958 the general trend is almost horizontal in the Baltimore Metropolitan Area.

There is a definite pattern of seasonality in the nondurable goods category. Employment reaches its lowest level around January and then climbs gradually to a summer high in August and September.

Three major categories are responsible for the bulk of nondurable goods employment. They are food processing, and apparel and chemical manufacturing.

Most of the seasonal change is evident in the food processing industry.

There has been a gradual employment decline in this industry resulting in the loss of about 5,700 workers at peak season.

While the chemical industry was for a long time subject to seasonal fluctuations, this seasonality is no longer apparent and a fairly steady employment level shows up through 1963, 1964, and 1965.

THE BALTIMORE Metropolitan Area is noted for the great variety of manufacturing industries that have establishments located herein. Very few of the major manufacturing industries are not represented here.

This is one of the strengths of the area. The economy of other areas as large as Baltimore or even larger are so dependent in one or two industries that if the major industry suffers a setback, the impact is felt severely.

The presence of many industries cushions the impact should one or two of them experience a setback.

When we shift our sights to non-manufacturing industries, we find that they are responsible for most of the growth that has taken place in this area.

Government employment shows a still accelerating long-term rise. Government employment grew by almost 50,000 people during the period under consideration.

Much of this growth is traceable to the large number of professional, administrative required by the school and maintenance personnel systems.

Government employment also has a very decided seasonal pattern with a dip during the summer and a rise in December.

The summer dip is occasioned by the non-teaching personnel of schools. These are considered unemployed if they are seeking summer work. The December rise is due to the temporary employment of postal workers.

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THE SECOND non-manufacturing group which has experienced substantial growth in employment is wholesale and retail trade. Employment here has advanced 36,000 from 1950 through 1965.

Much of this growth is traceable to expansion of the suburbs and the construction of shopping centers in the suburban areas.

Employment in the service industries has grown by some 42,500. This group includes hotels and motels, private schools, barber and beauty shops, and sports activities such as baseball, football, and racing.

Finance, insurance and real estate, while its employment is small compared to the other industry groups already mentioned, has shown a steady growth pattern over the years.

What seasonality occurs in this industry is generally traceable to increased activity in the real estate segment during the spring and summer season.

* * *

THE CONSTRUCTION industry has not shown a steady long-term rise in employment. It has fluctuated from 30,000 employees to over 50,000. The latest year, 1965, was busier than the preceding seven years, but employment was not equal to the 1955 - 1957 years.

While the story of employment in the Metropolitan Area over the period chosen for review is most encouraging, the various segments of the area have not shared equally in the employment growth.

In Baltimore City, for example, the number of firms covered by the Maryland Unemployment Insurance Law declined by more than 2,000 based on first quarter figures for 1955 and 1965.

In the manufacturing group, the number of firms dropped in this 10-year period from over 1,600 to 1,250; construction lost about 450; wholesale trade dropped close to 1,200.

Only the finance, insurance and real estate and service industries have maintained about the same level.

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EMPLOYMENT - WISE, the decline over this ten-year span amounted to about 13,000 in the covered industries. On the other hand, Baltimore County and Anne Arundel County have shown gains over this same period.

The number of manufacturing firms has increased 58 percent in the former and 27 percent in the latter. Again based on the first quarter 1955 and 1965 figures, the number of covered employers in Baltimore County had increased from 3,280 to 5,125 with a corresponding increase from 82,675 to 107,100 average employment for the quarter.

In Anne Arundel County similar growth took place. There, the number of covered establishments rose from 1,665 to 2,540 and first quarter average employment jumped from 14,940 to 32,300.

* * *

SHIFT OF industry from one part of the Metropolitan Area to another may or may not have an effect on the workers living within any particular segment.

It is likely that workers will seek out employment in manufacturing and construction industries regardless of location. On the other hand, such industries as service and retail trade are more likely to be staffed by workers who live in the employer's general vicinity.

Undoubtedly as the year 1966 advances, the employment figure will increase and both the number and the rate of unemployment are expected to decrease.

Industry, which was moving at almost capacity before the step-up in Viet Nam, is experiencing still more the shortages in the supply of qualified labor.

The larger percentage of unemployed falls within the semi-skilled and unskilled groups and young people who have not had the opportunity to gain experience.

Some effort has been and is continuing to be made to equip these workers to perform at a higher skill level, mainly through the training provisions of the Manpower Development and Training Act.

Industry on its part will probably move to alleviate the shortages through lowering of job specifications and through job dilution.

Story behind Holiday Inn's 'rondo' work

When downtown, do you ever gaze up at the modern La Ronde rotating restaurant atop the Holiday Inn?

Few Baltimoreans realize this architecural masterpiece was built under the supervision of a Douglass High School product.

He is Sidney Adams Jr. Class of '39 carpenter, construction man and son of one of the City's top carpenters.

Over 20 years a member of Carpenters' Local 544 (AFL-CIO), his education in the building field began shortly after he threw away his milk bottle and became a toddler.

Carpenter's tools were his toys and joys.

Mr. Adams Sr. (Pop Adams) taught his son well.

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AFTER GRADUATING from Douglass, Sidney Jr. went full-time in the field.

Work experience plus continued studying of modern construction methods soon made him a top-notcher.

IN THESE HANDS, those of Sidney Adams Jr., was the responsibility for construction to the rotating restaurant atop Holiday Inn Downtown. Adams was foreman during 1963-64 construction.

In 1963 Adams was sent to the Holiday Inn site as assistant carpenter's foreman with Allen Brothers and O'hara, contractors.

With some 20 carpenter's of both races working under him, Adams' efficiency soon advanced him to general foreman of the Memphis - based building firm.

"We laid out the entire 'rondo' down on the flat deck of the parking garage," Adams said.

"Then it was raised and everything fell into place perfectly."

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After completion of Holiday Inn in 1964, the contractor carried Adams to Arlington, Va., for construction of the 11-story concrete-and-steel Webb Building.

"Right across the street from Rockwell's Nazi Party headquarters," Adams said.

After its completion more than a year later, the 46-year-old construction expert was rough.

advanced to assistant superintendent and traveled with the company to Memphis.

There, with some 60 men under him, Adams carried on construction of a men's dormitory on the campus of Tennessee State University.

"We completed the job one and a half months ahead of schedule."

"The first time it ever happened in Memphis — according to their newspapers," Adams remarked about the job, completed in four months.

The ambitious and capable Adams gave up what appeared to be a promising career with Allen Brothers and O'hara earlier this year.

"We had contracts in South Carolina and other Southern locations and there was doubt in my mind about the advisability of trying to make the South accept.

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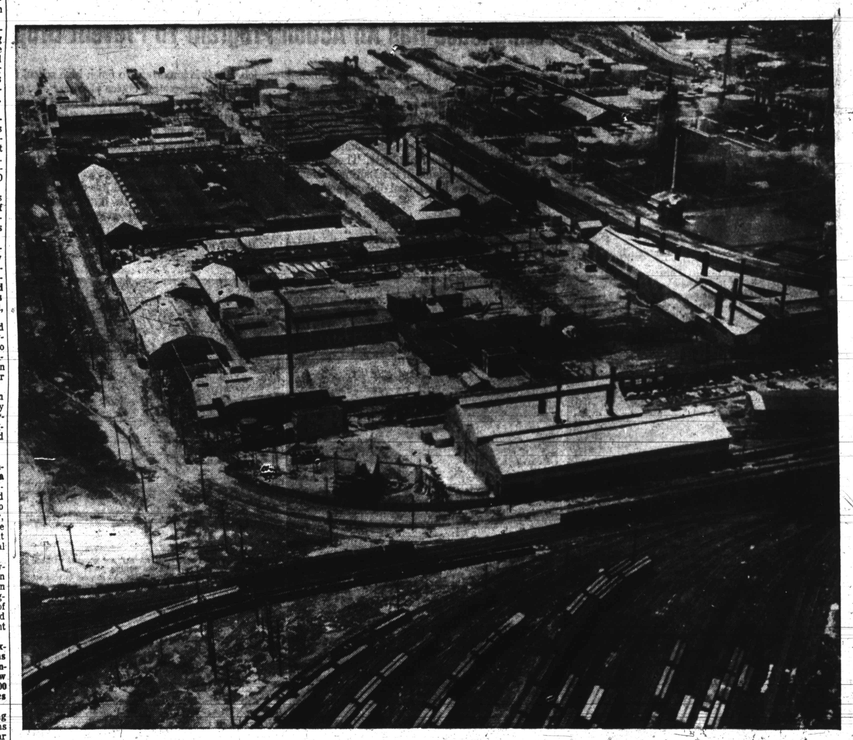
"I THOUGHT it might be safer to come on back home," Adams stated.

"The colored skilled mechanic still has a lot of trouble — seems to be getting worse now.

"You really have to prove yourself, even if you are qualified: It can be pretty rough."



COPPER REFINING...
a tradition in Baltimore

ASARCO's electrolytic copper refinery, one of the largest in the world, is a familiar landmark at the Port of Baltimore. It has served, and grown steadily with, this expanding community and the industrial East since before 1845.

The 44-acre plant has an annual capacity of more than 190,000 tons of refined copper — enough to fill 3800 railroad cars. In addition to producing refined copper wire bars, billets and cakes, the Baltimore plant also recovers gold, silver, platinum, palladium, nickel, selenium and tellurium — metals important to America's industries.

Through the years, ASARCO's Baltimore plant has been frequently used to test both new processes and new ideas. For example, the initial work on continuous casting of copper cakes—an ASARCO development—was completed here.

ASARCO is proud to have played a part in the economic well-being of this area through the taxes we pay, through the increased purchasing power of our employees, and through the many local products and services we buy. American Smelting and Refining Company, 120 Broadway, New York, N. Y. 10005.

AMERICAN SMELTING AND REFINING COMPANY ASARCO

ASARCO

City Police Building New Image

Last December the International Association of Chiefs of Police issued a critical report on the Baltimore Police Department.

The IACP, an agency of experts on the operation of police departments, said bluntly that the local department was one of the worst ones operated in cities of comparable size.

As a proposed remedy, the the agency submitted volumes of recommendations.

Purpose of the far-reaching and provocative suggestions, according to IACP, is to move the Baltimore Police Department "into the 1960's and prepare for the 1970's — now!"

The recommendations, compressed in an omnibus police reorganization bill, were approved by the last session of the General Assembly.

Although the implementation of the recommendations is not scheduled to begin until July 1, even the department's sternest critic is not willing to say that the agency is improperly operated now.

CHIEFLY RESPONSIBLE for this rapid change of direction is Maj. Gen. George Morris Gelston, who assumed command as interim commissioner Feb. 3, when his predecessor Bernard J. Schmidt retired.

Initially the 53-year-old General Gelston was to hold the fort until July 1 when a permanent commissioner would take over the department.

For well publicized reasons however, General Gelston's stay has been extended indefinitely and there is a wave of rising sentiment that he become the permanent commissioner, instead of returning to his post as Maryland Adjutant General.

Consensus is that the career army man has done an outstanding job in bringing the department into the '60's.

It is in this context — spotty record of the past, encouraging performance of the present, and promising impact of the future—that the Police Department fits into the story of Baltimore.

Of all the agencies in a city none is more important than the Police Department which is charged with the protection of life, limb, and property of a city's people.

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UNDER THE direction of General Gelston, the department is required to protect 925 to 939 thousand residents and their belongings covering an area of 91.93 square miles (79 square miles of land and 13 square miles of water.)

To carry out this awesome task, the agency employs a total of 4,034 persons, including 2,345 patrolmen. Of the work force, 725 persons are civilians.

Currently according to Mrs. Margaret McDonell, acting personnel director, the full complment of patrolmen is 2,655 and there is a shortage of 310 patrolmen.

To fill them General Gelston has launched a vigorous recruiting campaign.

It requires 515 vehicles and two boats to assure mobility of the department. The vehicles travel a total of a million miles per year, according to statistics released by the maintenance division.

Ten stations, including headquarters, are required to house the mammoth operation. Stations, locations and commanders are:

* * *

CENTRAL, FALLSWAY and Fayette St., Capt. Wade H. Poole.

Southern, Ostend and Patapsco Sts., Capt. Elmer Z. Bowen.

Southwestern, Foo' Hill and Hurley Ave., Capt. Frederick T. Dunn.

Western, Riggs Ave. and Mount St., Capt. Dennis P. Mello, first of his race to command a district station.

Northwestern, 5200 Reisterstown Rd., Frederick D. Gladstone.

Northern, Keswick Rd. and 34th St., Capt. Edward A. Mooney.

Northeastern, Argonne Dr. east of Hillen Rd., Capt. Joseph A. Mahrer.

Eastern, 1620 Edison Hgwy., Capt. W. Robert Franck.

Southeastern, Eastern Ave. and Anglesea St., Capt. James H. Cox.

Pine St., Pine St. near Lexington, Capt. William E. Armstrong.

Concluding its $56,000, exhaustive study of the department, the IACP team concluded that it is one of Baltimore's largest business institutions and should be run as such.

Further it declared:

"Much of the success of the recommended program depends upon the ability and willingness of persons involved to make it successful.

"In its present state it is nothing more than a sterile plan. It needs people to give it life and support.

"Skepticism and prophecies of doom must be dispelled by suitable training and explanation. Habits of mind that automatically resist change must be neutralized.

"There is an ancient Chinese proverb that says that the way to start a 1,000-mile journey is to take the first step.

"The task of development confronting the Baltimore Police Department will be a long journey. We respectfully suggest that the first step be taken now."

General Gelston, it is agreed, has taken that first step.

OLD AND NEW — Policewoman Sgt. Violet Hill Whyte, who is nearing retirement from the Baltimore Police Department, is framed by the new image of the department in the person of Maj. Gen. George M. Gelston, interim commissioner and Capt. Dennis P. Mello, commander of the Western District and the first member of his race to obtain the rank of captain. General Gelston and Captain Mello are regarded as symbols of the new image of the Police Department.

Ben Blue known by many on docks

Ben Blue is one longshoreman everybody knows on the docks of the Port of Baltimore.

An unusual personality, the 59-year-old man has been a familiar figure on the waterfront of the world's 6th largest port for 22 years.

Mr. Blue is the leader of the gang that loads all vessels with mail, baggage, food and scrap.

In 19 years heading the gang his skill in leadership has earned loyality of the men to the extent that some have worked under him over 12 years.

Because of ability to do a good job and get along with shipping firm managers, Mr. Blue has been able to keep his men almost constantly employed.

Mr. Blue came to Baltimore looking for work in 1944. Among the first persons he met was William (Bill) Haile, who now heads the Port of Baltimore as vice-president of the International Longshoremen's Association.

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MR. HAILE, a veteran of 50 years on the port, was looking for men to work. Blue joined the union and got a job.

For three years he worked in gangs that handled a variety of cargoes.

In 1947, he received a chance to take out a gang to store a ship and he's stuck with it ever since.

At one time he says his gang worked 36 straight hours.

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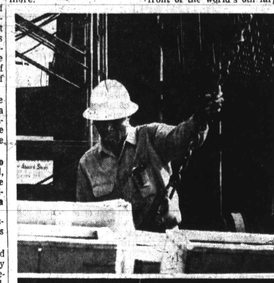
Mr. Blue is a member of ILA Local 858, a former resident of Baltimore, he now resides in College Park.



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Ben Blue at work, supervising

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