



# Monthly NEWS LETTER

OPERATING ENGINEERS LOCAL UNION No. 3

VOLUME ONE, NUMBER 2

SAN FRANCISCO, CALIF.

APRIL 10, 1943

## FIND CAUSES IS CURE FOR ABSENTEES

By WILLIAM GREEN  
President, American Federation  
of Labor

Labor is determined to take the "absence" out of absenteeism in order to promote the more effective prosecution of the war. To do this intelligently and effectively, we must first find out what causes absenteeism, where the responsibility lies and how remedies may be applied.

There are more than a hundred causes of absenteeism. Outstanding are illness and accidents, which account for 50 per cent of the total. Other major causes are bad housing, overloaded transportation, fatigue, shortages of materials, improper planning of the work sequence, lack of effective supervision and waywardness of individual workers.

The community is primarily responsible for the reduction of illness. More attention must be given to proper nutrition, as food supplies grow scarcer. Adequate medical care should be provided. Disgraceful conditions of mass overcrowding in concentrated industrial areas should be eliminated.

Management must try to cut down the appalling number of industrial accidents which, during 1942, caused five times as many casualties among war workers as were suffered by American soldiers and sailors on the battlefield. The National Safety Council estimates that 90 million man-days of production were lost last year by accidents which could have been prevented by the installation of simple and inexpensive safety devices.

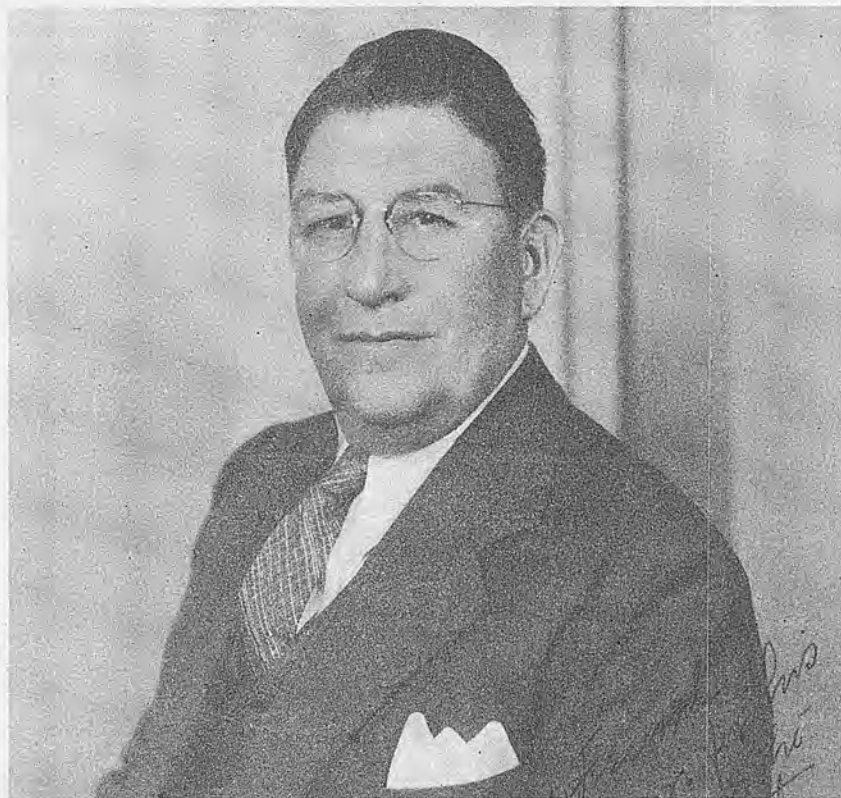
The Government must arrange to allocate tools and materials efficiently and to see to it that slipshod managerial methods do not enforce idleness, absence and lowered production.

It is the responsibility of labor to take drastic action against any worker who is derelict in his duty by wilfully and needlessly staying away from his war job.

Now, we have established that the responsibility for absenteeism is shared by the community, by management, by labor and by the Government. The next step is to find some instru-

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## General President Maloney sends congratulations to Local Union 3



General President Wm. E. Maloney

OFFICE OF THE GENERAL PRESIDENT

Washington, D. C., March 22, 1943.

Mr. Victor S. Swanson, Bus. Mgr. Local No. 3,  
Room 309, 1095 Market St., San Francisco, Calif.

Dear Sir and Brother:

My congratulations to you, and through you to the members of Local Union No. 3 on the first issue of your Monthly News Bulletin.

It is good to look at; it is good to read and will, I am sure, help solve one problem of all Local Unions—that of keeping members advised as to what is doing and who is doing it in so large a jurisdiction as that of Local Union No. 3 where personal contacts are at times difficult, if not impossible.

So I say good luck to you and it.

I was glad to meet up with the officers and members of Local Union No. 3 on my recent visit to the Coast and regret, as does General Secretary-Treasurer Fitzgerald, that I could not spend more time in San Francisco, which I hope to visit soon again.

Meantime and always with all good wishes, I remain

Fraternally yours,

WM. E. MALONEY,  
General President.

## SWANSON REPORTS ON UTAH TRIP

Our "Monthly News Letter" appears to have received both the blessings and approval of our entire membership. We have received many letters from all parts of the country expressing satisfaction with the paper.

Of course, we greatly appreciate all such letters, especially the one from our General President, Wm. E. Maloney, which we are publishing here; and one from the Brothers in Richmond Shipyard No. 3, which was signed by 102 Brothers, expressing their appreciation and recommending that we continue to print news which will be of interest to all our members. (It is easy to work when everyone appreciates it!)

I have just returned from a trip through the States of Utah and Nevada. My time there was very limited as there seems to be so many other places, and meetings, to attend elsewhere. However, I attended several meetings in Utah in connection with the newly-organized Metal Trades Council.

Brother "Pedro" Petersen, an A. F. of L. organizer, was sent there to assist in the organizing campaign. He seems to be the right man to do the job and if all the crafts will give him the proper support, the labor movement in that State should go forward.

The Operating Engineers in Utah hope to do a lot of organizing during this summer campaign. We hope to convince all of the operating engineers that their only hope of decent wages and working conditions is in becoming members of a "live" organization, such as Local Union No. 3.

Our "Service Honor Roll" now contains the names of eight hundred and fifty (850) members who are serving in the armed forces of our country. On the "home front" Local Union No. 3 is backing our boys 100% by purchasing United States War Savings Bonds. Buy more bonds regularly!

Victor S. Swanson.

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## Is your correct address on file at main office?

Several of the members reported that they had not received a "News Letter"—if not, it is because we have

(Continued on page 3)

## Nothing much new, San Rafael report says

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

**San Rafael**—The Underground Construction Company are using a few members in the vicinity of Mill Valley on government projects of short duration. . . . Leibert & Colletti doing housing project near Tiburon. . . . A. J. Raisch have some street work. This Company keeps about six to eight members very steadily employed in the north bay area.

**Parish Bros.** with Brother Chilton's guidance are completing small undertaking at Hamilton Field. They tell me that they have made plenty of profit from past employment of Local No. 3 men and will look around with a "sharp pencil" when the Benecia job is buttoned up. . . . Leo Epp has housing project with Brown doing small street and foundation work.

**Frederickson & Watson** are now on two shifts and really moving material. They have two 2½ yard Marions and one 2 yard dragline along with a few "cats". Mostly all truck work. . . . Central California Construction Company is having difficulty on their job, making mud stay where they would like it to. . . . Understand H. O. Rutherford is going to take on a big job in Nevada. He has been keeping many of our members busy in the bay area and we certainly wish him luck.

**Johnson, Drake & Piper** job in Santa Rosa has been running like a top . . . wobbling a little during Supt. Fred Pollard's illness but on even keel again. We are sorry to learn that it will be necessary for him to take an extended leave in order to regain his health. Best of luck to Fred, and hope he will be back with us soon! Fred has a son "pushing" on the job now, and we hope to see Brother Pollard follow his Dad's footsteps.

**Nothing** to release on Conn Valley Dam. . . . Basalt Quarries roll along as usual. Al Striblo, General Manager of the Quarries and Shipyard, employed several of the "old-timers". Tom O'Connor is working there. Tom still likes "Steam" and swings a mean book on shipwork.

**We also find** Brother "Cleg" Samuelson, foreman and Brother Wes Heermann on P. M. shift. These two old-timers keep beefs to a minimum and production high with low labor turnover as far as No. 3 members are concerned. . . . Except for several housing projects around Napa, nothing much new in this territory.

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## Shipyards back to stabilization pact

**Washington, Feb. 26.** — Labor Secretary Frances Perkins today signed a permanent stay of application which releases 95 per cent of the Nation's ship-

## Van Winkle writes appreciation for Local 3 cooperation in Utah

Here is a letter that will be of interest to members of Local No. 3:

### BUILDING AND CONSTRUCTION TRADES COUNCIL Salt Lake City, Utah

Provo, Utah, March 26, 1943.

Mr. V. S. Swanson, Business Manager  
Operating Engineers Local Union No. 3,  
1095 Market St., San Francisco, Calif.

Dear Sir and Brother:

**This is a matter** that I should have written to you about before but my only excuse for not doing so is because I have been so busy with my new duties as representative of the Building Trades Council that I have not had time to do so.

**This is to express** my appreciation of my very pleasant association with you and your organization, although my new duties will not remove me entirely from associating with your local union, I thought I should express my appreciation in some manner.

**I also enjoyed** my association with Brother Casebolt, who I have found at all times to be cooperative and helpful, and whose outlook on the labor movement was, and is, not only aggressive and progressive but also intelligent. At no time did I ever call upon him for assistance or advice that I did not find him ready and willing to help. I look forward to a continued pleasant association that will prove a benefit to the Operating Engineers, the Building Trades Council and the Metal Trades Council.

**I might add** that I enjoyed the same pleasant cooperation from the rest of your organization in Utah, although I was not as closely connected with any of them except Brother T. L. Clark. With him, as you know, I occupied the same office for six months.

**In closing,** may I again express my appreciation and hope that I not only proved a value to you in the past, but may do so in the future.

**With best wishes** and kindest personal regards, I remain

Fraternally yours,

C. R. Van Winkle

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## Here are rules covering sick benefits

**Few of our members** understand the rules and regulations governing the Sick Benefit Fund of the Local Union. We are printing them here for your information:

### RULES GOVERNING SICK FUND

**1. Members** will be eligible to receive benefit in the Sick Fund only if the duration of illness exceeds one calendar month; he is then entitled to one (1) month's dues payable from the Sick Fund.

**2. Each** claim must be accompanied by a doctor's certificate stating date of onset, nature of illness and the cause.

**3. A** member must be in good stand-

ing in the Local Union to be eligible for benefit in the Sick Fund.

**4. Six** months' payment of dues is the maximum benefit that can be derived by any one member in any two year period.

**5. An** illness of more than six months' duration shall be referred to the Executive Board.

**6. Any** member guilty of misrepresentation or violation of these rules forfeits all rights to future benefit in the Sick Fund.

**7. The** above rules governing the Sick Fund will become effective as of April 1, 1939.

## Green strikes at absentee causes

(Continued from page 1)

mentality through which those who share the responsibility can exert teamwork to reduce absenteeism.

**Great Britain** solved its absentee problem not by legislation but by assigning the job to labor-management committees. The same method has been tried in a few plants in this country and in every case the labor-management committee has succeeded in cutting absenteeism to the bone. I earnestly recommend that this plan be enlarged and extended to cover all war production industries.

## Airport project under way, says Redding report

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

**Redding**—Jones & King's Airport Project located near Montague, is under way. They are working two ten-hour shifts, six days a week. Andy Gladney is Superintendent, Joe Leaman, Foreman, Brother Howard Lyons is Steward on the day shift, and Brother William Redd is Steward on Swing shift.

**Captain Smiley** of the U. S. Engineers is officer of the day, and the writer looks forward with confidence and hope that the job will operate peacefully and right down the line according to the rules.

**Preliminary plans** are being formulated by Rudy & Son and Supt. Frances on their 3-mile highway project between Anderson and the Redding Airport. There will be about 22,000 yards of excavating. The job is expected to be under way by April 1st.

**A. Teichert & Son** of Sacramento submitted low bids to the State Division of Highway for grading and surfacing four miles of Highway 99 south of Redding. Teichert's bid was \$208,971. The work will be part of a project to widen Highway 99, to 4 lanes, between Redding and Anderson. The job is expected to be under way by April 15, and Harry Rotruck will be Superintendent.

**Atkinson & Keir**, Keswick Dam builders, have reached the maximum concrete mark allowed on the project by the War Production Board. Crews are being laid off but we are able to place them on other projects in this vicinity where they are increasing their crews, and there is still a demand for Engineers.

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## New bridge for Tacoma Narrows being planned

**A new suspension** span on the site of the wrecked Tacoma Narrows Bridge is planned by the Washington Toll Bridge Authority.

Present design calls for a four-lane structure with truss girders which will not obstruct wind passage as did the former plate girders. No portions of the original structure will be usable except the concrete piers and the cable anchorages, which however must be enlarged.

Estimated cost of the new structure is about \$6,500,000. Wind tunnel tests at the University of Washington have been in progress ever since the destruction of the original span.

The Toll Bridge Authority has already initiated proceedings before the War Production Board and governmental fiscal authorities with the view of obtaining necessary priorities and finances for early construction, since they feel that the structure comes within the bounds of defense projects.

## Bryson reports Tooele work slowing down

Thomas D. Bryson, Business Representative reporting from Tooele, Utah:

**Tooele**—The construction work in the vicinity of Tooele has slowed down considerably. We still have a few men on the Tooele Ordnance Depot, but they are finishing up now and there is no definite prospect for any extension on this project although there have been several rumors that there would be more work there this summer.

**One wing** of the Intermountain Company is doing a job at Wendover, Utah, under the name of Ford J. Twaits. They operate under the same agreement that we had at Tooele, and are employing about fifteen members. We have had a little trouble with one of their sub-contractors, but it has been straightened out satisfactorily.

**Lim & Hormon** have quite a large housing project at Wendover. They have just started breaking ground and have only one bulldozer working as yet. However, there will be several more Engineers employed on this project as soon as it gets under way.

**Patti & MacDonald** are just winding up on the East Tooele War Housing Project, and will be releasing some of our members before long.

**The James I. Barnes** Construction Company are getting started on the Tod Park Housing Project. He and his sub-contractors are employing about twenty of our members. This is a rather large project, being built to house the civilian workers at the Tooele Ordnance Depot.

**The Chemical Warfare** Storage Depot at St. Johns, Utah, is practically finished with the exception of a few roads to gravel and oil. They expect to get started on this within the next two weeks and claim there is close to a hundred miles of roads to be graveled and oiled. This should keep several of our members busy for quite a while. The Chemical Constructors have the contract on this work.

**The Pacific Rock and Gravel** Company have finished the landing field at the Dugway Bomber proving grounds, in Skull Valley and have moved their equipment out. That was one job that I was glad to see finished. It was in an isolated place, about sixty-five miles from civilization, and the roads were awfully rough. The only redeeming feature about the job was the fact that the Contractors were very cooperative, and we were almost able to maintain 100 per cent organization throughout the operation.

**There is** some highway work being let in this vicinity, and we are hoping that we will be able to get more of the Utah Contractors lined up with the Unions, and keep our members busy!

### Is your address right?

(Continued from page 1)

not their correct address on file. It is important for a member to report any change of address to the "Main Office" in San Francisco. Should you talk to any member who has not received this issue of the paper, tell him to forward his address into the office.

## Dues payable before first of month: warning

Brother T. M. Bynon, Financial Secretary, reports:

**In the last issue** of the "Monthly News Letter" I gave the members some advice regarding the payment of dues and the response was wonderful. Several of the Brothers expressed their thanks for being reminded that dues are due and payable, on or before the first of each month.

**Work** has been so plentiful and we have had such good times, that it seems unbelievable that we should have to suspend members for non-payment of dues; however that is the situation and it costs money to reinstate and may be the cause of losing a good job, also.

**The business representative** in each territory will be furnished a list of all suspended members, with instructions to remove them from the job and replace them with paid-up members.

**After all, fellows,** it is only a habit—a habit that is easy to cultivate and much more profitable than letting your dues run behind and then having to pay the penalty to reinstate.

**LET'S MAKE IT A HABIT TO PAY OUR DUES PROMPTLY!**

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## Kaiser criticizes "work or fight" bill in Congress

**Washington, D. C.**—Henry J. Kaiser, West Coast shipbuilder, believes that absenteeism in war industries can be corrected "by voluntary and free methods" without passage of proposed work-or-fight legislation.

**"You can't** find out whether legislation is needed or not until you determine the cause of the condition," he told the House Labor Committee.

**"Labor** is not always right, but it is improper to make accusations against labor—as has been done in connection with absenteeism—until you know the cause."

## Everything about as usual in Eureka district but good-sized job rumored

F. T. Shipman, Business Representative of the Eureka Building Trades Council, reports on the Eureka District:

**Eureka**—Everything about as usual in this district. No new jobs starting as yet although there is a strong rumor of a good sized extension to the Crescent City Airport. The John Carlin Construction Company still have about a dozen rigs on this job and they will get additional rigs if and when the additional work starts.

**The Mercer, Fraser Co.** are about ready to start the access road from Arcata through Samoa, but this will be almost entirely a truck job as the right-

## Naval flight training station job at Fallon scheduled to start on April 5, Reno report states

John DeLagrange and Les Collett, business representatives working out of the Reno Office, report:

**Reno**—Dinwiddie and Monson were awarded a negotiated contract on the Fallon Naval Flight Training Station Air Base, at four and a half million dollars. This will consist of living quarters for the officers and enlisted men, along with streets, roads, lighting and sewer system, and extension of the runways to 7,500 ft. and one new additional runway. The job will start April 5th.

**Carl Nelson** has accepted the contract on the Winnemucca C. A. A. Airport job, at the contract price he gave last November of \$301,152. This job is to start immediately.

They are also going to rush the Lovelock Airport for which Minnus and Miller were the low bidders at \$315,276. This job was also open for bid last November.

## Prospects for dredging work good at present

Jack Foster, Business Representative in charge of the Dredgers; working out of the San Francisco Office:

**San Francisco**—There are several good openings for experienced Dredgers out on the Pacific; the pay is good and the conditions fair. If any one is interested, please contact the San Francisco Office.

**The Kings River** went on a rampage and flooded the Tulare District, submerging 27,700 acres of California's finest land. Local Union No. 3 men are on the job with Dredges and Draglines, building the Levees.

**The Neptune** clamshell dredge is at Hunter's Point on a tough job, with a full union crew. Olympic Dredge Company's machines are at work up and down the rivers and bay. . . . The American Dredge Company has all of their equipment in the yard for overhauling so that they will be ready to hit the ball on the next job, in the near future.

**The Dredgemen** are doing themselves proud on the Red Cross donations. We hope the majority will do their bit for this worthy cause.

**There are** a number of contracts pending at the present time and the outlook for dredging work is good.

**Isbell Construction Company** is opening their job up on March 29th. It consists of 11 miles of highway at Battle Mountain. The grading has been completed but there is base gravel, and hot plant mix, to lay. The same company has a job in Reno, resurfacing the United Air Lines airport runways.

**The County Commissioners** of Douglas County have purchased an additional piece of land to extend the runways, and also to construct one new runway on the Minden airport job. We have no definite information as to when this job will start.

There is a rumor that they are to build five (5) additional runways at Lemmon Valley. We hope this is true because this job would consist of about three or four million yards of excavation.

**The Union Paving Company's** highway job, north of Reno is to start Monday, March 29th. They will have approximately five cats on the job.

**Hunt and Frantzen** will open their job up at "Owynee" about May 1st. This is a flight strip, let by the State last fall. The job is only 510 miles from Reno.

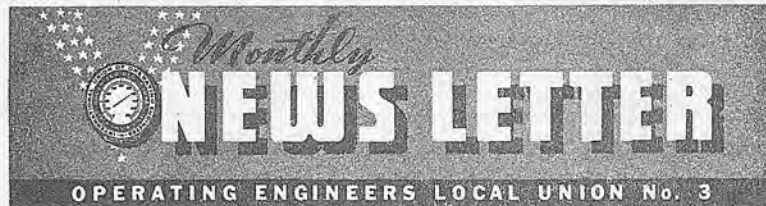
**Dodge Construction Company** are expected to open up their job about April 15th. They have some grading left and base gravel and hot plant mix to lay. This job joins Isbell's job, also at Battle Mountain.

**E. E. Bishop** has a new contract at Honey Lake, California, for \$78,200. The job consists of base rock and hot stuff. The company has had ten of our members working during the slack season, overhauling every piece of their equipment and it is reported to be in A-1 condition. The work will start in about two or three weeks.

**The Utah Sand and Gravel** Company is to start work soon at their Sand Pass Nevada Gravel Pit and are to load fifteen gondola cars per day, and stock pile 15; this will employ about a dozen of our men.

We have a report of an airport, north of Susanville, but nothing is official as yet.

**Brother DeLagrange** and Brother Collett are working together and are opening up a new field for the Operating Engineers. They are working on a lumber industry in Northeastern California, and attended a meeting Friday night, March 26th, at Westwood, California. The Operators were very much interested, and enthusiastic over the idea of becoming members of Local No. 3.



published by

**OPERATING ENGINEERS  
LOCAL UNION No. 3**

of the International Union of Operating Engineers

Northern California  
Northern Nevada  
State of Utah

Grant Building, 1095 Market Street - Rooms 309-313  
SAN FRANCISCO, CALIFORNIA



## FACING the FACTS

With PHILIP PEARL

**The other night** we went marketing in our neighborhood stores in the nation's capital. It was, we regret to say, our first time out with the market basket in a year. Our purpose was to find out at first hand what there is to all this talk about high prices.

**Our first call** was at the butcher's. Well, a lot of other people apparently had the same idea. The place was jammed. And when it came our turn, the butcher with whom we have dealt for some years was sorry to inform us that he had no meat left.

**So we went** across the street to the fish market. The dealer had some fresh flounder. The price, he informed us, was forty cents a pound. It struck us suddenly that a year ago the top price quoted for flounder was twenty cents a pound.

**Next door** was the vegetable store. Here the prices were prominently displayed, so we looked around. Fresh peas were quoted at twenty-five cents a pound, lettuce at eighteen cents a head, string beans at twenty-four cents a pound. Well, we thought, these prices are prohibitive because such vegetables are out of season. So we walked down the counter to the cabbage stand. And there we saw the sign—twelve cents a pound for a poor man's vegetable that normally sells for about four cents.

**We went home** with an empty market basket.

**And the thought** struck us—how many wives of workers are forced to go home these days with empty market baskets? How many families with lower incomes than our own are compelled to do without many necessities of life because they just haven't got the money to buy food at inflated prices? What's going to happen to the strength of our labor forces if they can't buy enough of the things they need to eat because prices are out of their reach? What is the effect going to be on the war production effort?

**Then we noticed** in the paper the announcement that the National War Labor Board had rejected the AFL petition to keep wages in line with living costs. It seems that a majority of the members of the board don't believe that the cost of living has gone up to such an extent as to require revision of the "Little Steel" formula.

**It occurred** to us that perhaps the public and employer members of the WLB who voted against the AFL petition ought to try a marketing expedition. Instead of poring over official statistics on the cost of living, they ought to put themselves in the housewife's place and see how much they can buy on a worker's pay.

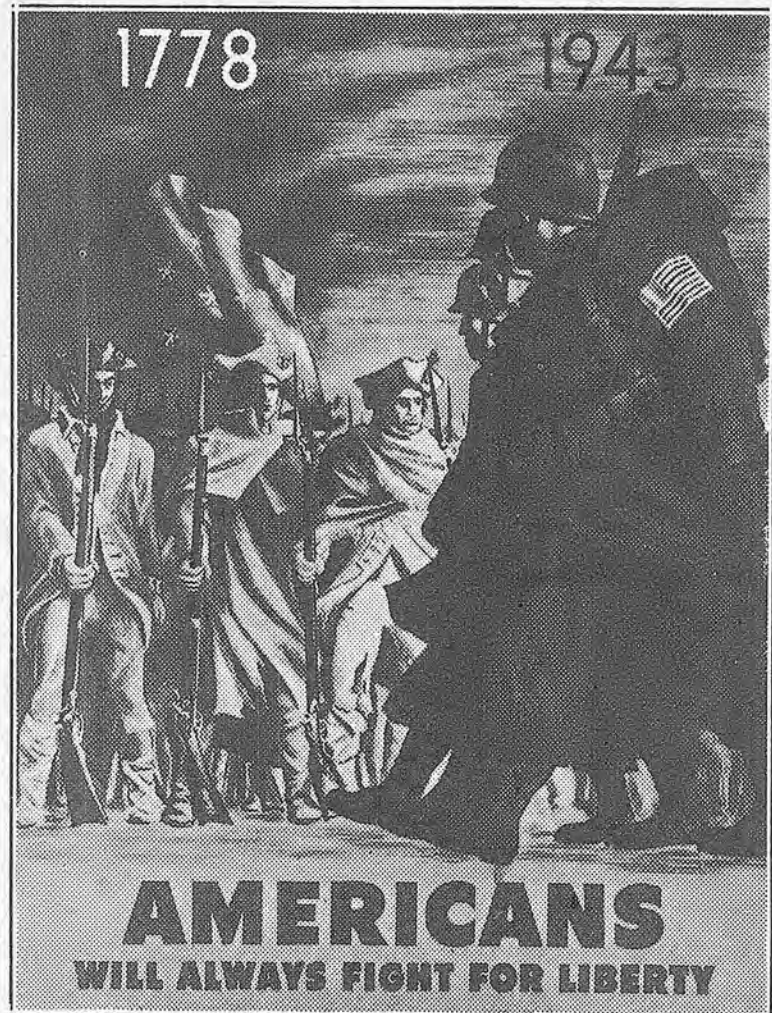
**And we also** began thinking about these official statistics. Why aren't they in step with the facts? How is it that they show an average increase of only one-half of one per cent a month when food prices have actually gone up as much as 100 per cent in the past year?

**Then we realized** that these statistics include many other items besides food—such as clothing, furniture, etc.—items that the average worker's family doesn't buy more often than once a year, if that frequently. Most of the worker's weekly income goes for food. And food prices have zoomed into the stratosphere despite Government ceilings. In fact, the only ceiling we can discern for food prices is the sky.

**For it is a fact** that American workers are now caught in a vise and tied hand and foot by rigid wage controls and unchecked price increases. The cost of living and wages have to be brought back into a reasonable relationship. Otherwise, there is going to be serious trouble on the home front in America.

**American workers** are willing and eager to undergo hardships to help speed the day of victory. They are ready to tighten their belts. They welcome rationing of scarce goods, so that everyone can have his fair share of what is available. They are cheerfully paying higher taxes than ever before in their lives because they know it takes money to win this war.

**We don't pretend** to know who is responsible for high food prices. But the Government, which forbids higher wages, had better find out promptly and forbid increases in the cost of living with equal severity and effectiveness. This is only justice.



## A war production hero

**To get to his job** on time, Lloyd Converse walked all night through a blizzard in up-state New York that left 12-foot snow drifts, and marched himself into the national limelight as a production front hero.

**Donald Nelson**, WPB chairman, sent the 42-year-old worker who had worked through his shift and then an additional 8-hour stretch to replace a storm-bound coworker, a congratulatory telegram on March 12. At his plant, the Massena branch of Aluminum Co. of America, the labor-management committee composed of representatives of an AFL Federal Union and of management decided to recommend him for national honors.

**Mr. Nelson**, after the report of Converse's feat was received in his office through the War Production Drive Headquarters in Washington, wired Converse:

"I have just been informed of the fact that last Sunday night you walked 20 miles through a blizzard to get to your war job on time and that after working your own shift you worked an additional 8-hour shift for a worker absent because of the storm. I congratulate you and I know your determination to do your job every day will be a real inspiration to every American war worker."

**The labor-management committee** at his plant, said War Production Drive Headquarters, has been extremely active in promoting among workers of the plant determination to stay on the job.

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## A petition for justice!

(The following is a summary of the petition submitted to the National War Labor Board by its AFL members and alternate members on the wage issue:)

**We respectfully petition** the National War Labor Board to act favorably upon these positive suggestions:

- 1. Increase** the allowance for maladjustments or increase in the cost of living from 15 per cent to a new realistic figure based upon the actual cost of living to the worker.
- 2. Permit** employers to apply the maladjustment principle thus modified without obtaining approval from the National War Labor Board.
- 3. Formulate** and immediately put into effect a realistic wage policy which recognizes the existence of inequalities, substandard wages and the need to aid in the better prosecution of the war.
- 4. Immediately** set a date for a re-hearing and a reconsideration of the Packinghouse and West Coast Airframe cases in the light of the new wage policy herein presented.
- 5. Guarantee** that the right of the National War Labor Board to arrive at its own decisions on wage matters by the democratic process of majority rule shall be presented without dictation by any person or Governmental agency.

(Signed) **GEORGE MEANY,  
MATTHEW WOLL,  
MARTIN P. DURKIN,  
LOUIS A. LOPEZ,  
FRED HEWITT.**

## PROVO SAYS NO NEW JOBS YET —BUT HOPING

*T. L. Clark and H. L. "Curly" Spence, Business Representatives working out of the Provo Office, report:*

**Provo**—Last month a rather lengthy and thorough report was made on the work handled out of the Provo Office. This month there is little to add or subtract from that report. The weather remains exceptionally good and the members have not lost the time that they can usually expect to lose in this State during this season due to bad weather.

**No new jobs** have started as yet although there will be some additional road work that can be expected later on. Some difficulties are being experienced with two contractors doing some railroad work both in Provo and in Price.

**Considerable housing** is being started in the Provo area but this does not mean much to our members as there is little for them except the basements. Through the Building Trades Council we are doing everything possible to keep these jobs straight but as usual they require more policing than larger jobs.

**No particular demand** for engineers can be expected, as things stand at present, during the next month, although it is anticipated that we will be able to absorb the unemployed list in the near future. During the last month we filled more jobs than in the previous month and we hope to do better this coming month.

**If you** are planning to come into this area we would advise that you check with this office before doing so. If there is anything for you we will be more than glad to let you know immediately.

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## Union mechanics "keep 'em flying"

**When the aircraft mechanics** at Henderson Field on Guadalcanal Island said they would "keep 'em flying," they did not refer to American planes alone but also to Jap soldiers, according to Technical Sergeant James W. Hurlbut, Marine Corps combat correspondent who recently returned from that area. Most of the mechanics are former union members.

"Frequently I saw those mechanics drop their wrenches and grab rifles and go to work killing Japs," the Sergeant said. "When they finished that task, they went back to working on motors and planes."

**The combat correspondent** said the mechanics would lend a hand to the Marines anytime it was needed and that they "did a good job of fighting and fixing."

**"Everyone** on Guadalcanal took a turn at fighting when they were needed," Sergeant Hurlbut said. "By everybody I mean just that—Marines, sailors, Coast Guardsmen, mechanics, Seabees, combat correspondents, aviators and anyone else who happened to be around. It was everybody's job and everybody worked together to win the fight."

## President Clancy reports openings for operating engineers in Seabees

*President Pat Clancy, Business Representative working out of the San Francisco Office, reports:*

**San Mateo**—Work in San Mateo County has picked up a little since the last edition of our Monthly News Letter. Guerin Brothers has a slide control job on the extension of Junipero Serra Boulevard with five cats working one shift. Also there was a small bridge job let to a Sacramento contractor in San Mateo, amounting to approximately \$16,000.00.

**The Housing Project** is proceeding very slowly. L. C. Smith has a small job widening the highway between Bay Shore and Western Pipe and Steel. There has been no change in the Pacific Bridge Company job. Harms Brothers job at Half Moon Bay should be resuming operation in the near future. Union Paving Company has been operating when weather permits.

**The Belair Shipyard** went on practically a full second shift, ordering 19 operators and oilers. They poured the first concrete into the forms March 25 so actual ship production is underway.

**Have had** a little difficulty with Barrett & Hilp regarding the difference between new construction and production.

**Bill Dial** is now master mechanic at Belair and is also steward on the day shift for crane operators.

**The Cement Plant** is all lined out to the satisfaction of our organization. The new Engraving Dock is just about completed. I understand there may be some more work at the Mills Field and will possibly know more of that in the future.

**Outside** of various small jobs that is about all going on in San Mateo

County at the present time.

**We have had** several meetings in San Jose with members employed at the Permanente Corporation and the Hendy Iron Works which took considerable of my time. Also had a meeting with the Construction Battalion of the United States Navy known as the Seabees. There has been a new ruling from Washington regarding enlistments.

**The new ruling** states that men 17 to 38 may now enlist in the Seabees if they have not received their induction papers for the Army. This means that our members who are cat skimmers, shovel runners, crane operators and various engine men, may enlist now and receive a rating from Second Class to Chief Petty Officer.

**At this writing** there is open one bulldozer man with First Class Rating, blade man with First Class Rating, shovel and crane operator with First Class Rating. Also a diesel man which is comparable to an air-compressor man, which will carry a Second Class Rating.

**Any of our members** who are to be inducted in the near future should contact me as these few opportunities are open. In April there will be a new list of openings in the Seabees. This gives our members a chance to go into the service and follow their occupation while in the service. Also, the pay is much higher than an inducted man with the armed forces.

**In closing** I wish to state that the officers of Local Union No. 3 were well pleased with the response to the first edition of our Monthly News Letter and I hope the response, as we proceed with the News Letter, will continue, as it gives your officers encouragement in this venture, making for a better paper.

## Jobs in Sacramento-Marysville area show definite upward trend

*Frank Lawrence, Business Representative working out of the Sacramento Office, reports:*

**Sacramento-Marysville**—Work in this territory shows a slight improvement which we hope will mark a definite upward trend in the employment in this area. Prior to this the rainy weather had closed down all jobs.

**By the time** this is in print all concrete work at the Fairfield-Suisun Airport will be completed, but considerable leveling and grading work is still to be done as soon as the ground is dry enough.

**The Lindsay Construction Company** jobs at Arbuckle and Woodland are providing employment for a few of our members. Several small jobs are under way at McClellan Field, Mather Field, and Camp Kohler.

**A. Teichert & Son** has a grading job at Antelope. They are working 12 cats, 2 shifts, and with mechanics and oilers about 40 men are employed.

**The site** of the proposed Government Hospital has been approved near Auburn but the exact size of the building is not as yet decided upon. This will

be a large job and will provide employment for many members. Other jobs under consideration are a highway from Colfax to Camp Beale, and additional warehouses at McClellan Field. J. R. Reeves has the contract for excavating at the new shipyard where wooden barges are to be built. This site is located on the Sacramento River, in Yolo County.

**The U. S. Army Post Engineers** at Camp Beale are now hiring Operating Engineers and working them under Union regulations and wages. Heemstreet and Bell are successful bidders on a levee job north of Marysville. Earl Parker, the contractor, has made a flying trip to Mexico and we hope that when he returns he will have good news for the members.

**Brother Roy Thomas, Sr.**, is now convalescing from a recent foot injury. Brother Less Royer was injured in an automobile accident and is recuperating at his home.

**I wish** to take this opportunity to thank the many members for their cards and telegrams sent me during my illness.

## WEATHER HELPS WORK, STOCKTON REPORT SAYS

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

**Stockton**—After a very rainy season the weather is taking a turn, the past several days are warming up in good shape. Casson & Ball came in to do a railroad job for the Western Pacific with two shovels, three carryalls and two dozers.

**Even** small jobs are welcome this spring, for construction has sure gone sour with the turn of the year. The aluminum plant at Riverbank is down to a couple of rigs.

**Radich & Brown** are moving their equipment out of Crows Landing, hoping that they might get an extension to their present contract. If this should come about we will be able to keep a few of the Brothers in Stanislaus County happy until September.

**Two new shipyards** are grading and placing launching ways. Sinnock has three pile driving rigs going and some grading is going on at the trailer camp and housing unit at Pollocks. The Pollock yard is kept in excellent shape by Brothers Bob Warneke and O. K. Wilson. Wilson has been in the Pacific Islands for a long spell.

**Another visitor** back from the Pacific is H. N. "Slim Wilson" one of the old timers of the Dredging men. "Slim" tells plenty of yarns of the far away places where our fighting forces are going great guns. But he's back bailing mud on the same old rigs and I think he likes it.

**The Lathrop Depot** went Union last month, and the forty odd engineers on this job are giving the Teamsters and Warehousemen a great lift in trying to keep the inside men and outside gangs from going C.I.O. Keep plugging, men, you are doing a swell job, and I know that the entire Labor movement up here appreciate your work.

**Should you** be working on any A.F.L. construction or production job and anyone broaches C.I.O. to you or your fellow workers, please report same to your Business Agent as soon as possible. It gets tough to retain an A.F.L. minded community when these birds get a foothold. Keep your ear to the ground.

Brother Pete Friedrichs passed on last month, a good engineer and a fine fellow, and we miss him a lot.

## ★ ★ ★ CHISELERS

**Dorothy Thompson**, the columnist, wrote the other day that there are 1,700,000 trade unionists in the armed forces. The dues of these men are remitted for the duration and they are carried on the rolls in good standing.

**Yet there are** some men who would like to take the jobs of these men while they are going and not "pay any dues to any union."

## Representatives keep on jump in Sacramento area

*Ed Doran, Business Representative working out of the Sacramento Office during the recent illness of Brother Lawrence, reports:*

**Sacramento**—A. Teichert and sons, Sacramento Contractors have started work on a railroad job at Antelope, employing about thirty engineers. The job is good for about two months.

**At Marysville** work is still slow but from the meager information available there is to be more work let in that area.

**The Post Engineer** at Camp Beale is employing Local No. 3 Engineers and is paying our union scale and working according to our union conditions.

**The Chico district** has a couple of small jobs going on and from all indications there will be more work going on this summer.

**At Oroville** there is going to be 6 miles of railroad grade to Feather Falls, work should start in April.

**Hemstreet & Bell** have a small levee job in the vicinity of Gridley and will start as soon as the weather permits.

**H. Earl Parker** has been keeping a few of the members busy leveling land and other odd jobs around Marysville. Parker has been in Mexico for several days now, and he may have a job there when he comes back.

**The Chrome mine** at Elk Creek is being organized by the A. F. of L. and the Engineers have sixteen members who have joined Local No. 3D.

**For the information** of any member who is eligible to be inducted, you may get a withdrawal card and it doesn't cost you a cent. All you have to do is fill out a card that is available at any branch office. The card is self addressed and stamped, just fill out the information side, drop it in a mail box—that's all. Of course your dues must be paid for the month inducted.

**All of you fellows** who have given the Marysville office as your mailing address, had better call for your mail, or send a change of address to the main office in San Francisco.

**When I left Marysville** I thought there were lots of men out of work but found this was not true. I got an order for eight men for the Post Engineer, and out of forty-five names on the out-of-work register could find only five men that were available for work. The others were gone, in the armed forces, or could not be located by phone.

**I want to take this opportunity** to say "hello" to the gang working for W. A. Bechtel at Reddie, and would suggest that Bill Brown, oiler for Harry Shields, drop me a line.

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## Oakland gets new offices

**The Oakland office** of Local No. 3 expects to move into new offices on or about April 10th. The location is 2221 Webster Street, at the corner of 23rd and Webster.

## SAN JOSE HAS HOPES OF NEW JOBS OPENING IN NEAR FUTURE

*M. G. "Mickey" Murphy, and Wm. A. Speers, Business Representatives working out of the San Jose Office, report:*

**San Jose**—We have hopes of some good jobs opening up in this locality. There are rumors to the effect that there are to be some Air Base, Highway, and Hospital jobs to be let in the near future. They are just rumors, but rumors do materialize frequently. There is also talk of a new road "over the hill" connecting Liggett with the Coast, but so far nothing is definite.

**Several** of the jobs are "dead" as far as we are concerned. These include Camp Roberts, Jolon, Hunter Liggett and Camp Mitchel. Camp McCullun is about the same—no activity. There are rumors that they may expand the King City Air Base, but nothing has materialized in regard to this, as yet.

**With the exception** of the Permanentes Quarry at Natividad, which is going double shift, Salinas is very quiet. There are, however, a few small jobs near Salinas; namely, the Dottenville Construction Company and Granite Construction Company—loam loading for Monterey Airport and sewer job, respectively.

**I found** a couple of our "Old Timers" driving taxi cabs in Paso Robles. By the looks of things, they will probably retire from the ranks of "Labor" and take over the business. You guessed it, there aren't any meters on the cabs!

**Monterey** seems to be the liveliest of the whole "Prune Belt" district. Casson & Ball are winding up their excavation and are preparing for the paving of the runways. They have opened up a quarry on the Del Monte properties, to supply base rock for the runways. Jack Noble constructed their Hot Plant at Pratico Sand Plan—opposite Ord Village and will soon be laying down his smoke screen, like all other Hot Plants do.

**George Stevens** is running the Lima for them, in the Quarry, and everybody is quite happy with the exception of the truck drivers. They are all complaining about too many loads and no break down. Bob Russell is one of the "Pushers" on the job. He is planning on taking a trip south to look around. Bob says since the gang finished the excavation the place is like a morgue . . . especially around noon in the old hangar where the "crap game" used to make its appearance.

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## State officials support 48-hour week

**Washington, D. C.**—Resolutions re-affirming the 48-hour week as conducive to maximum output in war industries, with exceptions only in emergencies created by the urgency of the war effort, and calling for maintenance of peacetime standards of hours and working conditions in civilian industries were adopted at the conference on women in industry called by Secretary of Labor Perkins and attended by State Labor Department officials from 10 states and the District of Columbia and

**Carr** has the piledriving job for the temporary twin bridges at Castroville and Coates is setting the girders on the new job. The State Highway certainly has had bad luck at this particular spot on the Salinas River. This is the third time these bridges have been replaced, having been washed out twice before.

**Watsonville** is quiet with the exception of some small work by the Granite Construction Co., in and around town. Expect Fredricson & Westbrook to resume operations on their airport job on the 1st of April. Understand the Granite Construction Company will have something "big" about the 15th of May.

**Santa Cruz** is very quiet at the present time. E. T. Harris is still running one shovel and three "cats" at Davenport, double shift. They are trying to get the quarry opened up for the cement company.

**Things** are quiet in the immediate vicinity of San Jose, except for the work at Moffett Field (the wind tunnel and hangars) by Pittsburg De Moines Steel and Hepple, respectively.

**Since** the classification of jobs have been clarified at Permanente, the boys are much more satisfied and everything seems to be running smoothly, with the exception of a few minor complaints now and then. Meetings for the members employed at Permanente, will be held on the fourth Friday of each month at 10 A.M. and 7 P.M. at the San Jose Office, 40 North Morrison Street—we would like to see the boys take a little more interest in these meetings!

**Several meetings** have been held with our members employed at the Hendy Iron Works (there are about 110 men involved) and we are in hopes of negotiating a satisfactory agreement for them, with the Company, in the near future. There are still quite a number of obstacles to overcome however, the main one being jurisdictional claims by other unions, over these men.

**Paul Mattus** was in the office the other day and said that Grant Chapman was in the Sea Bees and will soon be paving the road to Tokyo with many more of our boys. Jury Vega also went in the other day, also young "Sweeney" from Monterey. Received a letter from Martin Shirk. He is in the Sea Bees at Dutch Harbor.

**There are** pay checks in this office for B. A. Paris and Jack Criswell from Casson & Ball, Monterey Airport. Anyone knowing of their whereabouts please notify them.

## Work picking up in San Francisco after slack period

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

**San Francisco**—Work in this area is gradually picking up after a long slack period. The unemployment list is diminishing in size so that soon all our members in this area should be working again.

**At Hunters Point**, work is still progressing with three shifts in operation for most of the contractors. A great demand for oilers was experienced for a while on the job due to the fact that there are two different wage scales, one for oilers on crawler rigs and one for oilers on the rest of the equipment, and due to a pre-determination of wages by the Department of Labor which, because of the Navy, we have been unable to change.

**Several members** are working on the Dinwiddie & Radich & Brown job at the Marine Supply Base.

**Chas. Harney** still has two street jobs to finish, one at Lombard, and the other at Third Street. These involve a few Engineers.

**At present**, our members employed at the State Harbor are working on a per diem basis, but the Commission wants to return the men on tugs and dredges to the monthly basis. A meeting has been arranged with the State Personnel Board to take up this matter.

**Marinship** at Sausalito is still building ships in spite of the confusion that has arisen over the so-called 7 day, balanced work week, which the company instituted. This is, in reality, a condition where the majority of men have Sunday off, while a few "specialty crews" work on Sunday and have a day off during the week.

**Bethlehem** and Western Pipe yards are continuing in the usual manner.

**The following information** is submitted in regard to work in Alaska and Canada:

**E. T. Haas Co.**, 465 California St., San Francisco, is taking applications for Catskinners, \$1.60 per hour, 40 hour week guaranteed, board and room \$1.25 per day, traveling expenses paid from San Francisco.

**Foley Bros.**, and Rohl & Connolly Company, are also going to need shovel and cat operators at \$2.00 per hour for shovel, and \$1.60 per hour for catskinners, with a guarantee of 200 hours per month, \$1.25 a day for board and room. Traveling expenses are paid from San Francisco. Members interested in the above mentioned jobs please call at the Union Office in San Francisco.

**Utah Construction Company** is going to need men for Alaska and Canada too, but will not need them until about May 1st.

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## Work resumed on water project

**Construction** of the canal system for the Provo River Project in Utah has been ordered resumed.

# OAKLAND REPORTS: on ship yards, jobs, members

Al Clem, Harry Metz, Ed Doran, business representatives working out of Oakland office, report:—

## Union men in war

It is little realized the importance Union men play in war time. There are a great number of regiments formed from Union men.

**During World War I** the 27th Engineers, a regiment of Union men was formed from Western Federation of Miners, Steam and Operating Engineers, Steam Shovel and Dredgemen, Blacksmiths, Electricians and other crafts.

**Upon its arrival** in Scotland the Battalion was received by that Grand old man of Labor, Samuel Gompers. The regiment had plenty of action at Chateau Thierry, Belleau Woods, Argonne Woods and St. Mihiel.

**Brother Joe Walters**, steward at Yard No. 3, was a member of the above mentioned regiment.

## Brothers give blood

**On March 17th** Mrs. Jenny Acey, sister of Brother Henry J. Morreau, entered the Oakland office with a plea for blood donors for her brother who lay critically ill in the Oakland Highland Hospital.

**Richmond Shipyard No. 1** was contacted and immediately two Brother Engineers volunteered for a blood transfusion. We salute Brothers F. Fabje and Frankie Schmidt for their immediate response to a humanitarian cause.

**We are sorry** to report that Brother Morreau did not pull through and passed away the next day.

## Engineer sets record

**Brother Robert "Pop" Thompson**, 67-year-old compressor operator at Richmond Shipyard No. 3, has a record that he can be proud of, and one that Hitler, if he knew about it, would hate.

**Thompson**, who began work January 16, 1941, has yet to be absent from, or late to, his job.

**Pacific Bridge Company** in Alameda is still expanding. They have five yards now. On the opposite side of the estuary they have Yard 4 and 5 to be used as prefabrication yards and an outfitting dock. Brother Al Lewis is in charge and Whitey Ongman is Leaderman in Yard No. 5.

**In the way of a warning** to our early quitting brothers, the yards are starting to discharge the first group of men through the check out gates. In Yard 3-A they fired the first twenty men and five of them were members of Local 3. This organization cannot protect you under this situation. So watch your step.

**We are losing** another of our first class operators, V. C. Guptill is going to Virginia to the Sea Bees.

**Brother Earl Byers** is suffering from an injured hand incurred on the job of Connor & Brant at Pittsburg.

## Pittsburg progressing

**Swinerton & Walberg** job at Pittsburg is progressing nicely. Local No. 3 is well represented on this project. Brother Harry Bonds is foreman in charge of all excavation and transportation. Brother Bill Becker is master mechanic on the job. There are five mechanics and five oilers working in the cat shop.

**Brother G. A. Torbet** is the Steward on the job and is right on the job every minute.

**We have** members on two cats, three cranes, three oilers, one Blade, one Roller, two Compressors and four Hoists.

**Steel Erectors Consolidated** of San Francisco have the sub-contract for setting steel. They have four cranes on the job, one Guy Derrick and two Compressors. Practically all of the steel has been set at this time. This job has been in progress for over a year and has been a very good job all the way through.

## Local 3 member injured

**Paul McNeely**, a member of Local No. 3, is suffering from injuries incurred on the job. Paul was working at Yard No. 2 in Richmond; he fell from the cab of his crane on March 26th and suffered a compound fracture of the skull and a broken right shoulder blade.

**According** to attendants at Richmond Field Hospital, he apparently reached from the cab to make some mechanical adjustments and fell to the ground. Paul's condition is satisfactory.

## Have you given blood?

**Have you bled** for your country? It doesn't hurt and it sure does help. The Red Cross have highly trained specialists who extract a pint from each volunteer.

**We would like** to give public recognition by publishing the names of brothers who have donated, so please phone us and your name will be in the next issue.

**Joe Lopez** received two broken toes when a steam crane which he was operating at Hurley Marine Works turned over. Joe is in Providence Hospital instead of in a cemetery as the crane fell apart.

**Yard 3-A** has one more A.T.L. boat to launch, which completes Kaiser's contract for this type of ship.

**A good many** of you old timers remember Tom Mathews who passed away March 27th. Tom was Crane Supt. for Hurley Marine Works and was well liked by all who knew him.

**For the information** of the brothers who have not heard of our Black Gang. We have about 70 men employed as Marine Oilers, Firemen and Water-tenders in trial crews at the various shipyards. These are the boys who do the testing and trying out of all ships before acceptance by the Maritime Commission.

## Your turn will come

**You probably know** of the school for training operators, sponsored by the Government and conducted by the Operating Engineers Union.

**Mr. E. R. Anderson** is in charge. There are three capable instructors, A. R. McCaffrey, Charles Hibbard on shovels and Jack Pheiffer on trucks. James Williams is the Master Mechanic and does all repairing.

**There are** 2 cats, 2 dozers, 2 carryalls, 2 blades, 1 grease truck and 2 shovels, which are converted into draglines and clams.

**Approximately** 75 men have graduated. At the present time there are 18 Engineers receiving instruction.

**Now**, just a note to impatient brothers who are eagerly awaiting their turn. The shovel trainees receive only about two hours a day on the shovel, which accounts for the length of time required to make efficient operators of them.

**Don't give up hope**—your day will come.

## Alameda housing discussed

**A more extensive** housing program for Alameda is being discussed. The need is estimated at 22,000 additional war workers by the end of 1943.

**This will** probably require the utilization of all available land plus the conversion of old buildings.

**Swelling** the population of any community means that provision must be made for more schools, hospitals and business buildings. So, fellas, it kinda looks as though we may be busy.

## 607 men cleared

**Six hundred and seven** men were cleared from the Oakland office during the last month.

**The number** is somewhat diminished due to jobs being shut down on account of bad weather conditions.

**Lewie Burrell**, old time member of Local No. 3, has been off sick for the past month. We are glad to see that he is back on the job at Biggie Drayage.

**Manuel Gomez** who was employed with George Perries at Richmond, is confined to the hospital—we wish him a speedy recovery.

**Raddich & Brown** are again actively engaged at Naval Supply Base on the work to be completed for the new addition.

**Lindquist Construction** are furnishing fill for the Robert McCarthy housing project at Richmond. We have five engineers working at the present time.

**L. C. Smith**, a former member of Local No. 3, was injured about two years ago. We are glad to make the announcement that he has a grocery store at 32nd and Grove Streets.

## Army wants engineers

**Colonel James D. Andrews, Jr.**, District Engineer at San Francisco, announced yesterday the U. S. Army Corps of Engineers is striving to obtain the voluntary induction of men with construction skills who are subject to early induction into the armed forces.

**Wanted** are automobile mechanics, powder men, construction carpenters, construction foremen, power shovel operators, electricians, machinshop foremen, utility repairmen, riggers, tractor operators, operators of heavy construction equipment, jack-hammer operators, water supply filter operators, operating engine men, bridge builders, quarrymen, railway section foremen, well drillers.

**Men** displaying outstanding qualities of leadership who are otherwise qualified may be selected to attend officer candidate schools after finishing basic training.

**Persons** to whom the announcement appeals should address, by air mail, the Division Engineer, Pacific Division, U. S. Engineer Office, 19 West South Temple Street, Salt Lake City, Utah.

## Brother killed on job

**Joseph J. Smith**, 2118 Vine Street, Berkeley, met his death on his first day on a civilian job. He was recently discharged from the Army.

**Bro. Smith** went to work at Moore Shipyard for a subcontractor. He was oiling the engine of a crane when the boom swung about and struck a high tension wire overhead. Bro. Smith received the full charge of 12,000 volts and was electrocuted.

**Blake Bros. Quarry** at Richmond is very busy at this time, getting out rock for Rip Rap at Winehaven. Their Derrick Barges are not so busy at the present time.

**Al Biosotti Co.** is finishing up the roads at Winehaven. The Macco Co. have moved all their equipment from the job for the present.

**Hanrahan Company** at Pleasanton at the Sea Bees' Base have ten Engineers and Oilers working. Walter Monk is acting in the capacity of foreman.

**Ralph B. Garrett** was fatally injured March 22nd at Richmond Yard No. 2. Ralph was 26 years old and has been a member of the Operating Engineers since May, 1942.

**McGuire & Hester** have eight engineers working on their job at Richmond. Brother Jess Ritchie is in charge of the job and is doing a fine job.

## MINUTES OF APRIL 3 MEETING

The regular meeting on April 3 was called to order at 8:00 p. m., at the Building Trades Temple, President Clancy presiding. Roll call showed Conductor Riley and Guard O'Brien absent. Roll call of the candidates for office in the coming election showed B. R. Paulson, candidate for Vice-President, absent.

### MINUTES

The minutes of the Regular Meeting of March 6 were read and by motion adopted as read.

Synopsis of the Executive Board meeting of March 20 were read and the acts and recommendations of the Board were approved as read.

Synopsis of the Executive Board meeting of April 3 were read and the acts and recommendations of the Board were approved with the exception of that part dealing with appropriation of additional funds for the two buildings, which was laid over as unfinished business.

### COMMUNICATIONS

From Central Labor Council of Alameda County, enclosing two resolutions, one supporting the American Federation of Labor in a campaign for amendments to the Social Security and Unemployment Acts; the other to the National War Labor Board calling upon them to abandon the little steel formula and calling for an amendment for wage increases. It was regularly moved and seconded that the resolutions be adopted. Carried.

From the International Association of Fire Fighters, Local 55, requesting support in the charter amendments numbers 7 and 8 regarding 15 per cent increase in salary and the return of the 5 per cent contribution toward the relief and pension fund prior to eligibility for retirement. It was regularly moved and seconded that the resolution be adopted. Carried.

Cards of thanks from Ruth Smith and Avon, and from Mrs. Martha Flynn. Letters of appreciation from Mrs. Edward Martin and from Mrs. Elsie Gallant. Letters of appreciation from Mrs. Louise Marshall for contributions for L. E. Marshall who is ill in the hospital.

### TRIAL OF BROTHER PARET

At this time the trial of Brother Paret was called. A member was selected to handle his case and given 20 minutes to prepare his defense.

Doctor Kahn of the Citizen's Committee for Democratic Freedom in North Africa requested the floor at this time to speak on labor relations in North Africa. He was granted five minutes and he left resolutions to be endorsed by Local Union No. 3. It was regularly moved and seconded the subject matter be referred to the Executive Board. Carried.

At this time Brother Paret stated that he was ready for trial. Charges were read and Brother Paret pleaded not guilty. After examination of several of the Brothers who appeared as witnesses, the case was closed. Brother DeMalt selected Brother Lambert as teller, Brother Paret selected Brother Shireman, and the President selected Brother Walters. Bal-

lots were distributed and the tally showed the following results: Members in the hall 127; guilty 47, not guilty 61, blanks 12 and 7 did not vote. The President declared Brother Paret not guilty and Brother Sam DeMalt was notified that he had forfeited his \$10.00.

### TRIAL OF HARRY WRIGHT

Brother Harry Wright appeared as cited. He stated he was prepared to stand trial at this time. The charges were read and Brother Wright plead not guilty. He stated he had no one to represent him and said he saw no reason for postponing the trial, that he would defend himself. It was shown that he was a member of Local 3-A, that he worked for McNeil Construction Company and that he worked as an operator on a well-drilling rig. He was paid at the oiler's rate at \$1.20 per hour. It was then shown that Brother Clem had collected \$218.86 as back pay from the McNeil Construction Company and that he had made no complaint until it was shown that he was working under the scale and that he had in other ways violated the working rules, namely Sections 9, 10, 11, 12, 14, 21 and 25. After further questioning and statements by Brother Wright, he was asked if he had anything else to say in his behalf. Since he did not, the case was declared closed. Brother Wright selected Brother Walters as teller, Brother Clem selected Brother DeLagrange, and the Chair selected Brother Wilson. Ballots were distributed by the tellers and the vote of the members resulted as follows: guilty 109, not guilty 6, disqualified 3, blank 1, showing a total of 119 votes. The Chairman requested that a motion be made and the amount of the fine be set by the members present. It was regularly moved and seconded that Brother Wright be fined the amount of \$246.00 for violation of the working rules. The motion was amended that he be fined \$346.00 which the Chair ruled out because there was no discussion on the original motion. After considerable discussion the maker of the amendment stated that if there were no objections to the second that he would withdraw the amendment. There being no objections from the second, the amendment stood withdrawn. The original motion carried, with one dissenting vote. Brother Wright was notified that he had 30 days to pay the fine and that no dues would be accepted until the fine had been paid. It was regularly moved and seconded that the Brother be removed from the job as an engineer and the Chair stated that the motion was unnecessary and that the Business Representative would stand instructed to remove Brother Wright from the job as an engineer.

### UNFINISHED BUSINESS

Brother Swanson reported on the building at Stockton, explaining that the cost had exceeded the original estimate and that additional money would be required. It was regularly moved and seconded that the Union set aside additional funds to complete the remodeling of the Stockton building. Carried.

A report on the building in Oakland showed that the estimate made on this building was not sufficient and it was

## Fresno assured additional work on new highway

Vice-President H. T. Petersen, Business Representative working out of the Fresno Office, reports:

**Fresno**—Since my last report we have been assured of some additional work in this area. The California State Division of Highways is advertising 10.8 miles of highway, bids to be let April 7th, estimated cost \$350,000.00.

**Trewhitt**, Shields & Fisher of Fresno have been awarded a contract at the Government hospital in Modesto for additions on which there will be some grading. The grading subcontract on this job has been let to Jack Shields Co.

**I have been** assured, from a reliable source, that we have an extensive grading job to be let immediately in the vicinity of Riverbank.

**Work** in the immediate vicinity of Fresno is progressing and there is some chance of extensions.

**As I reported** to the membership last month there should be a considerable amount of work on Tulare Lake this Spring and Summer. At the present time a large percentage of the areas are flooded. However, we do have 3 draglines and of course the floating dredge working.

**There** is in the Oil Fields District, Coalinga and Avenal, a flurry of work consisting of grading and surfacing roads, excavating pits, that we are fortunate so far to have men on. I presume that this work will probably continue throughout the Summer months. The contractors on these jobs are Brown Materials Company, Whitney Company and Owl Truck & Materials Company.

**I hope** to report to the membership in our next issue some substantial improvement in the working conditions of the work in progress on the Radich & Brown job at Crows Landing.

regularly moved and seconded that additional funds be set aside to complete this building. Carried.

### NEW BUSINESS

There was considerable discussion in regard to the death benefit fund and a motion that we raise the benefit to \$1000.00 was ruled out of order by the President, and it was then regularly moved and seconded that a committee of five be appointed to study the advisability of increasing the death benefit fund and that the committee report at the next regular meeting. Carried.

### BUSINESS AGENTS REPORTS

It was regularly moved and seconded that due to the lateness of the hour, the business agents reports be dispensed with. Carried. It was regularly moved and seconded that Local Union No. 3 do not endorse the purchase of the Market Street Railway. Carried. There being no further business the meeting adjourned at 11:00 p. m. in memory of our deceased Brothers.

**C. F. MATHEWS, Secretary.**

## Utah contractors favor statewide wage agreement

Joseph Riley, Business Representative working out of Ogden, reports:

**Ogden**—Contractors here favor State wide A. G. C. Agreement.

**After talking** with some of the contractors, it is apparent that most of them would be in favor of leveling off wage scales by signing a state-wide agreement.

**I believe** that everybody connected with the Labor movement realizes that this is the only solution and must be done before wage rates in this state can be stabilized.

**Cooperation** with Contractors and their Superintendents help war effort.

**Mr. Parsons**, manager, and Mr. Fife, superintendent of the Olaf Nelson Construction Company, are operating one hundred per cent union in the Ogden area.

**All Engineers** on this road job are fine fellows and capable men.

**The L. T. Johnson** Construction Company is also operating one hundred per cent union. Mr. Johnson, owner and a former member of Local 3, is always willing to sit down and iron out any labor difficulties.

**Between** these two contractors about fifty of our members are employed. L. T. Johnson's contract calls for the moving of about 100,000 yards of dirt on one housing project and Olaf Nelson is working on the six miles of highway that is being widened.

**Most members** in this area are now working. Those members not working at the present time please come to this office and register.

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