



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, No. 11

SAN FRANCISCO, CALIF.

JANUARY 19, 1945.

Engineers purchase \$25,000 in 'G' war bonds

The free and not free

As our armies forge their way forward, liberating people and lands from Axis power, control goes automatically to the military, which creates a military government. Order must be maintained so that armed forces can concentrate on the enemy and the civilian population can return to the business of self-maintenance.

In time the interim military government gives way to civilian authority, which must be representative of the national life. It is in the revival of civilian life and government that the organized labor movement has a grave responsibility.

The free trade union movement is the antithesis of the totalitarian state that planned to wreck democracy. By reviving free trade unions, free trade associations and other elements in free enterprise, the basis for a free way of life can be provided.

The A. F. of L., which is one of the oldest free labor federations in the world, is in a position to help in returning refugee union leaders to their homelands so that free unions there may be revived.

In their plan for state socialism the Nazis and Fascists substituted "labor fronts" for unions which had been the pride of the German and Italian workers. The funds and properties of the established unions were confiscated by the totalitarian states, and in place of democratic union activities they instituted bureaucratic control and legislative regulations.

Revival of essential economic organizations will provide the means and the channels for free government. We can provide local trade unions with the means for organizing again and help them to make arrangements for the restoration of their funds and property.

We who have been spared persecution and pillage can best help the workers of other countries by cooperating to restore their trade unions and thereby insure freedom for all.

This special responsibility can be shared only by free trade unions.

One of the difficult phases of union world activity in the future grows out of the fact that the workers of Russia—one of our allies in the war—do not have free trade unions. As a result, while we can work together for victory in war, we cannot plan together for peace after the war.

Strikes were outlawed in Russia soon after the Communist Party gained control. When the government undertook to develop socialist industry, the old union leadership was removed. The unions lost the right to bargain collectively—and all control over hiring and firing. Individual freedom and welfare gave way to the "socialist state" with power over all. Today in Russia officials of "unions" are officers of the state.

This is the reason why the American Federation of Labor has refused to collaborate with Russian unions during the war or to join with them in planning for cooperation after the war.

Our fundamental philosophies and objectives are diametrically opposed.

We shall continue to promote the cause of free trade unions both at home and abroad. We shall be ready to respond to calls for aid from workers in other countries. We shall continue to insist that our agencies for world peace must be established upon democratic foundations. At stake are not only free trade unions in our various countries but the fate of the I. L. O., through which both free employers and free workers have had a voice in shaping the future of free enterprise.

WILLIAM GREEN,

President, American Federation of Labor.

Green asks all Federations to Demand better Job insurance

Washington, D. C.

State Federations of Labor throughout the nation were called upon by President William Green of the AFL to fight for improvements in state unemployment insurance laws. The issue is particularly important, he said, because 44 legislatures meet in 1945.

Strikes in war Time showing Continued drop

Washington, D. C.

During November there were 375 reported strikes in the U. S., involving 200,000 workers and 710,000 man-days of idleness, the Department of Labor said.

The total time lost represents one-tenth of 1 per cent of the working time available in the month. In October there were 440 strikes, the department said.

AFL opens new radio series

Washington, D. C. — The American Federation of Labor wants to make a date with every one of its seven million members and all their relatives and friends within reach of a radio every week throughout 1945.

On Jan. 7 the AFL opened its new series of weekly radio programs. For the first 13 weeks of the year these programs will be carried each Sunday at 1:15 P.M., E.W.T., over a nation-wide NBC network. Later the Columbia Broadcasting System and the Blue Network will carry the programs, but at different time periods.

The first program took up the problems of "Must Production." The invited guest was Lieut. Gen. W. D. Styer, Chief of Staff of the Army Service Forces. After a brief preliminary statement questions were answered from a "National Unity Panel," made up as follows:

For the American Federation of Labor—Philip Pearl. For the United States Chamber of Commerce—Dr. Emerson P. Schmidt. For the National Farmers Union—Paul Sifton.

The final half of the program will be devoted to extemporaneous discussion among the members of the panel on various aspects of the production problem.

In the following weeks many other important issues will be taken up in turn for discussion by highly distinguished guests and by the panel members.

those terribly high earnings!

Stories about how much money workers are making circulate freely, perhaps, among servicemen. Most of these stories are exaggerated or wholly untrue. How different is fact from fiction in the realm of workers' earnings is indicated by a Massachusetts bill for the establishment of a minimum wage of forty cents an hour (\$16 a week for a forty-hour week) for all women and minors in that state. Why is the bill advanced at this time? Because in this year 1944, this year when labor is allegedly collecting fat pay envelopes, there are many thousands of workers in Massachusetts—and Massachusetts is no exception—receiving less than forty cents an hour.

A fanatic is a man who redoubles his efforts after he has lost sight of his objectives.—SANTAYANA.

Union lauds Captain Wise who accepts local's check

In December, 1944, (last month) Operating Engineers Local Union No. 3 purchased twenty-five thousand dollars (\$25,000) worth of Series G Bonds through Captain Newton E. Wise, chairman of the Sixth War Loan Drive for the U. S. Engineers.

Captain Wise of the U. S. Engineers Office in Sacramento is shown accepting the check from Nellie Lund, secretary in the



Engineers Sacramento office, while Business Representative F. A. Lawrence looks on.

As Labor Relations Officer for the U. S. Engineers, Captain Wise has cooperated to the utmost with our organization, and through his cooperation and assistance, our representatives in the various districts have been able to maintain harmonious relationship on government construction where our members are employed.

To show our appreciation and gratitude to Captain Wise, Local No. 3 desired to give him the credit for sale of these bonds, thereby helping to put the U. S. Engineers' drive over the top.



Happy New Year!

To every one of its loyal members the American Federation of Labor wishes a Happy New Year.

To its million and a half members now serving in the armed forces the American Federation of Labor especially wishes to extend holiday greetings, together with the hope that they will be able to come home safely before long and enjoy the fruits of hard-earned victory. And that goes for every other American boy and girl wearing our country's uniform.

The workers of America are resolved to break all past production records in the coming months in order to hasten the day of victory and assure the safe return of the nation's fighting forces.

May this New Year bring peace on earth to all men of good will—a peace that will last not only through our times but for many generations to come.

Minutes of last Meeting January 6, 1945

Meeting was called to order at 8:05 p.m., President Clancy presiding. There were 107 members present. Roll call showed Conductor Riley and Guard O'Brien absent.

MINUTES

Minutes of the Regular Meeting of December 2 were by motion approved as printed in the Engineers' News.

A synopsis of the Executive Board Minutes of December 16 was read and the acts and recommendations of the Board were by motion approved-as read.

A synopsis of the Executive Board Minutes of January 2 was read and the acts and recommendations of the Board were by motion approved as read.

COMMUNICATIONS

From the Richmond Chamber of Commerce. Received and filed.

Resolution from the San Francisco District Office of Price Administration regarding anti-inflation campaign. Regularly moved and seconded that the resolution be adopted. Carried.

From the Office of the Mayor of San Francisco regarding appointment to the Board of Education. Received and filed.

From the Chief of Police of the city of Martinez, letter acknowledging contribution to the fund to care for little girl who was victim of attack. Received and filed.

Letter of acknowledgment of ad in the Veterans of Foreign Wars program. Received and filed.

From the American War Mothers requesting contribution to fund to finance their work in this district. Regularly moved and seconded to receive and file.

From Brother Phil Lewis expressing appreciation for the Engineers' News. Received and filed.

From Frank Burke regarding letter of endorsement written by Local No. 3 and expressing appreciation for same. Received and filed.

From the Contra Costa Public Health Association, letter of thanks for purchase of Christmas Seal Health Bond. Received and filed.

Christmas cards from the Richmond Chamber of Commerce; Reverend Eugene J. Shea; Brother E. J. Dufloth, Seabees; and Frank Erhart. Received and filed.

Cards of thanks from Mrs. Harvey Toponce and family; Mary E. Morland family; William Waack and family; Mrs. McKibbin and family; and Mrs. Lillian Roesch. Received and filed.

REPORT OF SICK COMMITTEE

The following members were reported ill: Alfred E. Smith, Myron W. Jones, M. J. Leyden, C. L. Yoder, L. Onicker, Joe Souza, Charles Washburn, Earl E. Hill and William A. Speers.

The following members were reported as deceased: Virgil Petro, Harry C. Whitman, George J. V. Roesch, M. L. Stevens, Bert Moreland, L. M. Harmon, Joseph Two-rek and Sidney Rosenburg.

BUSINESS AGENTS' REPORTS

The following Business Agents made their reports which were approved: Brothers Foss, Murphy,

Clem, Walther, Bryson, Doran, Lawrence, Vandewark, Metz, Clancy and Swanson.

Brother R. R. Corrie, International Representative, offered greetings to the membership and expressed appreciation for being able to attend this meeting. His remarks were well received by the membership.

The drawing for the door prize was held and won by ticket number 68769, held by Brother Glenn King, 435 Hillside Blvd., Daly City, California.

At this time Brother Swanson requested the floor and spoke on the newspaper. He recalled the history, how it started, progress and necessity for it remaining a non-political paper. The question arose as to why a motion from the floor should not be recognized in regard to the paper. Brother Swanson answered this at length, explaining that cliques should not be permitted to control the policy of the paper from the floor at the meetings.

Report of the General Secretary-Treasurer was read by President Clancy.

RESOLUTION

The following Resolution was unanimously adopted as the first reading:

RESOLUTION

WHEREAS: The Sixth War Loan Drive is now in progress for the purpose of financing the continuity of the prosecution of the war against our enemies, Germany and Japan, and

WHEREAS: Operating Engineers, Local Union No. 3 is a patriotic organization and desires to contribute their share to end this conflict at the earliest possible moment, and

WHEREAS: There are sufficient funds with which to purchase additional Defense Bonds without jeopardizing the Union's financial standing,

THEREFORE, BE IT RESOLVED That the Executive Officers be authorized to purchase in the name of the Operating Engineers, Local Union No. 3 of the International Union of Operating Engineers, additional U. S. Defense Bonds, Series G, in the amount of \$25,000.00 from the General Fund Savings Account.

It was regularly moved and seconded that the meeting adjourn. Carried. The meeting adjourned in memory of our deceased brothers.

Respectfully submitted,

C. F. MATHEWS,
Recording Secretary.

urges labor's help to battle chiselers

New York City—Price and rationing boards were rapped over the knuckles for failure to utilize the services of representatives of organized labor in enforcing price and rent control.

Daniel P. Woolley, regional OPA administrator here, suggested the "oversight" may be one reason for the failure to keep chiselers and racketeers in check.

contract signed for union with Goldfield Road

By JOHN DeLAGRANGE
Business Representative

Reno—On December 20, 1944, a signed agreement was consummated by and between the Nevada Constructing Company and the Operating Engineers Local Union No. 3 for the maintenance an operation of the Tonopah Goldfield Railroad. This includes all maintenance, repairing and operation of the T. & G. Railroad from Mina to Goldfield, Nevada.

Since the signing of this agreement and through the co-ordination of the Salt Lake office we have sent this company, Locomotive Engineers, Conductors, Firemen, Brakemen, Boilermakers, Heavy Duty Repairmen and "Cat" operators. We still are in need of some Brakemen, Firemen and Repairmen. Brakemen and Firemen receive \$1.10 per hour, Repairmen \$1.50 per hour. We have secured the construction scale on this Agreement.

The Basic Refractories of Gabbs Valley is again operating in full force, after a temporary shut down during the holidays installing new equipment. Brother Lee Peachy is the Master Mechanic on this job.

The Flutrock Corporation at Yerington, Nevada, is now crushing materials for stock pile. Their Wall Board machinery will arrive some time on or before the 15th of January. It will probably be the middle of February before this mill is in full operation.

Miller and Stoutenburg have started their Indian Service, Bureau of Reclamation job at Nixon, Nevada, on Thursday, January 4th. This job will last approximately 60 days.

Isbell Construction Company's job at Verdi, Nevada, will not start their job until spring, due to freezing weather conditions. This is an earth-filled "Dam" for the Nevada Fish and Game Commission.

Dodge Construction has a small crushing job at Lovelock Airport. They still have their "Cats" on the Rowe Ranch south of Yerington, Nevada, on a land leveling job. However, they expect to move this equipment onto the Yerington Airport in the very near future.

There is no new work anticipated in this district at this time. The weather has been quite cold with some snow and the thermometer has reached 4 degrees above zero.

Brother Spence will inform the members of the conditions in the Eastern part of the State.

Tribute to Gompers Paid by AFL Chiefs At Memorial Service

Tarrytown, New York
AFL leaders took part in memorial services marking the 20th anniversary of the death of Samuel Gompers, founder and first president of the AFL, at his grave in Sleepy Hollow cemetery here.

A large wreath of red roses was laid on the grave of the veteran labor leader by AFL Regional Director William Collins. Gompers was 74 when he died in San Antonio, Tex., while returning from a conference of the Pan-American Federation of Labor Committee in Mexico City.

Services were conducted by the officers of the recently organized Samuel Gompers Federal Labor Union Council of Greater New York.

A bank is an institution where you can borrow money if you can present sufficient evidence to show that you don't need it.

Some people try to get to heaven by way of a revolving door—on somebody else's shove.

Rough and Ready projects at Stockton forge ahead

By ED DORAN
Business Representative

Stockton—Twaits-Morrison-Knudsen, Ben C. Gerwick's job on Rough and Ready Island is going along as well as could be expected, due to wet weather the activities have been somewhat curtailed. Although we have over four hundred Engineers and Oilers working, most of these members are working the day shift.

There are approximately 80 Heavy Duty Mechanics working two 9-hour shifts; Brother Geo. Lewis is Master Mechanic for the company. George, although a young fellow, is an oldtimer in the Engineers Union, and is well known through these Western States.

Claude Reese, formerly with the Stolte Co., of San Leandro, is Shop Foreman on the day shift and doing a swell job.

O. B. McMullen, well known member of our local, is shop foreman on the night shift and is also doing a good job.

Pat Schaefer is field foreman on the night shifts, and T. L. Clark is field foreman on the day shift.

Dick Arthur is working for M & K as a H. D. Mechanic. Seems wherever there is a job going on you can find Brother Arthur.

The Woolridge Co. have arrived on the job with several terracobras and expect to have six rigs working. Brother Sgt. Jack Crum is in charge of them. Sgt. Crum has been working for Uncle Sam since he received his greetings a couple of years ago. Jack was with the Air Service and received his discharge due to a back injury. Welcome back, Jack.

Brother James Melton can be seen from time to time on Rough and Ready Island. You can spot him by his pickup decorated like a Xmas tree. Jim is in charge of equipment for M & K.

Barney Bell has a hell of a time keeping his men. Seems "Barney" has the cream of the crop working in his gang and the other foremen are not below pirating of labor.

The Beasley Co. of Muskogee, Oklahoma, have arrived on the job with five Koering Cranes to be used for setting iron on thirty buildings to be erected.

Brothers Ray Otto, Duncan Keir and W. T. Johnson are now working and expect to have several more Engineers working before long.

For the information of members working in San Joaquin County regarding our request for wage increases for H. D. Mechanics, Dozer Operators, and Truck Crane Operators, the wage increase request has been before the wage Adjustment Board at Washington, D.C., and has been approved by the Army Engineers and the U. S. Navy Bureau of Yards and Docks and we feel certain the wage adjustment board will authorize the increases at an early date. This request has been given every attention possible, so bear with us just a little while longer.

Eaton & Smith have two trenching machines working on the Navy job. Biasotti Co. is still doing lots of grading on the Navy job employing 15 cat skidders. Eddie Miller is grade foreman. Brother Ed is replacing Harry Lighter who was foreman, but had to lay off for a while due to sickness.

Ray Cochrane is Master Mechanic for Biasotti. He is doing a pretty good job of keeping several of our members working as H. D. Mechanics.

President Roosevelt has signed the Flood Control Bill that was reported several issues back in the Stockton report. This bill provides

for \$1,000,000,000 to be spent in the United States, the work to be done within the jurisdiction of Local 3 includes Sacramento, San Joaquin basins. Extension of local protection along Sacramento river, levees and other local protections along tributaries, Low Table Mountain Dam and Black Butte Dam, \$15,000,000.

Watsonville, Pajaro River levee, \$452,160; Gilroy, Pajaro River levee, \$59,000; Terminous reservoir, Koweah river reservoir and Success reservoir, Tule River, \$4,600,000.

Pine Flat Dam, Kings River, \$19,700,000.

Folsom Reservoir, American River, \$18,474,000.

Merced County stream group (over all cost), \$1,300,000.

Bear Creek Reservoir, \$292,000.

Mariposa Creek, \$417,600.

Lower San Joaquin River, New Melones Reservoir, Channel improvements and levees on San Joaquin and tributaries, and part of construction of Don Pedro Reservoir, \$8,000,000.

Littlejohn Creek and Calaveras River group (overall cost), \$3,868,200.

Farmington Reservoir and Little John Creek, \$1,561,000.

Enlargement of Hogan Reservoir, Calaveras River, \$1,944,000.

Diversions, channels, levees and dykes, \$365,200.

Con Creek Reservoir, Napa River, \$460,000.

Projects costing a total of \$3,868,200 to raise the Hogan Flood control dam on the Calaveras River, and to build another dam in Littlejohn Creek east of Farmington to control the excess waters of this creek and Duck Creek are included in the National Flood Control Bill signed by President Roosevelt.

Brother Bill Brierly, foreman for Teicherts at Sacramento, was a visitor in the Stockton office around the holidays, and it was nice to see Bill around after having a narrow escape in a car accident. When we saw him in the Lodi hospital we wondered, but these Engineers are rough and tough.

Brother Joe Souza, blade operator for Biasotti, is still in St. Joseph's in a cast. He was injured on the Rough and Ready job. Joe would enjoy seeing any of the brothers. You know the days are pretty long when you have to stay in bed.

Brother Charles Washburn was burned on the face and is now recuperating in the hospital here.

Brother Lawrence Wilkerson, Mayor of Smartsville, was a visitor in Stockton office today. Lawrence is all caught up with the olives on his ranch now, so is ready to go to work.

AFL Puts Up \$5,000 For Free Europe Unions

New York City
With the Executive Council of the American Federation of Labor voting the first substantial contribution of \$5000, the Free Trade Union Committee's January campaign to raise a million dollars to help rebuild democratic trade unions abroad has swung into high.



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Santa Clara highway jobs to bring additional work

By M. G. MURPHY
Business Representative

San Jose—Am sorry brothers to have to report there are still no new developments in the line of construction in this territory. There is a great deal of work to be done, however, and with gasoline tax funds accumulating during wartime's rationed travel, I believe there are more than sufficient funds with which to do this work.

A comprehensive highway system, scientifically designed to meet the traffic requirements of a rapidly-developing Santa Clara county, has been planned by the county planning commission. The major new proposal in the traffic plan is the Junipero Serra boulevard extension, a completely new highway designed to traverse Santa Clara county from "top to bottom". This will afford a new route to San Francisco, the northern end of which already is in service and has been for a number of years.

The boulevard enters Santa Clara county west of the Stanford university campus. It passes between Los Gatos and Campbell, with connections into San Jose at the Stevens Creek road and San Jose avenue. It joins U. S. 101 between Coyote and Madrone. Another future development planned is a road across the mountains, north of Mt. Hamilton to connect this county with the San Joaquin valley near Patterson. Then to provide some relief, particularly for truck travel, the planning commission proposes a route along the eastern side of the valley from the "bottleneck" south to the Pacheco Pass route. This would permit truck shipping from San Joaquin valley to by-pass Gilroy.

This route also would provide connection with the Junipero Serra boulevard northward. Already in the right-of-way stage is the new Bayshore "Freeway" project which will carry a huge portion of the load around the San Jose congested area. That's already in the bag. The Skyline boulevard, serving a more leisurely, recreational type of travel, probably will extend southward to Woodwardia and Burrell in Santa Cruz county after the war.

Moffett Field, Pittsburg, Des Moines Steel have at last completed their big job and after having sold practically all of their equipment such as locomotives, cranes, and derricks, appear to be packing their grips ready to move out. Needless to say, the completion of this job has put three or four of our good men on the Not Working List. Things should begin to happen in Moffett Field again, soon, however, as the Secretary of the Navy Forrestal has just approved a \$1,500,000 expansion program at Moffett Field. The program includes the following new projects: Construction of two taxiways, each 75 feet wide, one 8,000 feet long and the other 2,000 feet long, a new concrete parking apron covering 65,000 square yards, runway drainage units and construction of shops and offices adjoining one of the field's large hangars.

Alviso—My little pet shipyard has completed its contract and the "Gold Dust Twins," brother Wheeler and Bowling, after hiding out during the holidays, have reported ready for work elsewhere.

The other work in this territory such as quarries and magnesium plants is going along about as usual.

NEWS FROM OUR BOYS

Brother Frank Gagleman has returned from Alaska where he has just completed his one year contract for M. K. Says he is going to absorb a lot of sunshine in Phoenix during the next couple of months. Received a letter from Brother Sergeant Rex Mayfield, who is somewhere in the Netherlands East

Indies. Rex says No. 3 has just about taken over the islands. In the same locality with him is Brother H. Cecil and Bob LeMoine, who used to be with Syer; Brother Charley Laney, 1874th Engineers, and Phil Carlin of the 836th Engineers. Brother Roy Thompson sends his very best to everybody for a Merry Christmas and a Happy New Year. Didn't say where he was but on the card was a picture of a dog team, an Eskimo, and a totem pole, so brothers, use your own imagination. Brother M/M 1/c Dick Calciano who is in 71st Naval Cons. Bat. Co. 3, is hoping for more No. 3 men in his outfit. He says Brother Ray Goodrich and Brother Hamilton are in the same outfit. Many of the brothers remember these fellows as they worked for Casson & Ball all through the Monterey Air Base. Brother Norman Houge, an old-timer of Permanente, dropped in to say "hello" after having spent 33 months in Pearl Harbor. Says he can really use some rest. Brother C. P. O. Shirk was in town recently to say goodbye and have a last little FLING prior to his move (he thinks) to the Atlantic Coast. Brother Everett Mills, shovel operator of Natividad, who was seriously burned, is recovering slowly in the Hawkins Hospital at Hollister. We all wish you a more speedy recovery, Everett. Brother Charles Marines was passing out the cigars the other day, his first, a baby girl. Charlie said HE suffered a lot, but the wife and baby are doing fine. Brother Stratton who was injured severely at Permanente a couple of months ago is recovering, but very slowly. Brother Quadros of Santa Cruz who, in the last issue, was reported as critically ill, has finally recovered sufficiently to return to work. Well, brothers, this is about the extent of my report except to wish and hope that 1945 will be a banner year for all of us.

Isbell Company steps up work, Spence reports

By H. L. "CURLEY" SPENCE
Business Representative

Las Vegas—Since our last Engineers News was published, the Isbell Construction Co. has increased its shovel crews. They now have eight shovel crews working and they have now three shifts on the Churn Drills.

The scraper work has more or less shut down on account of being so much frost on the ground. However, there are three dozers working days. One blade and one dozer are working on the night shift. The heavy-duty repairmen remain about the same. Isbell has a new concrete floor in their shop now which is a big advantage to the worthy brothers in the shop.

The Isbell Construction Co. did sign an agreement December 8, 1944, with the Teamsters Local No. 631, which has jurisdiction over White Pine, Nye, Clark and Lincoln County in the State of Nevada.

The 42 drivers and three greasers are in the Union or on application with the Teamsters Union Local No. 631, Las Vegas, Nevada.

Hall Bros., Inc. work is going pretty slow on account of bad weather. He has one shovel crew and a few drivers.

'STOO TRUE!

A rich man is one who isn't afraid to ask the clerk to show him something cheaper.

North Bay area busy; many big jobs go ahead

By H. O. FOSS
Business Representative

San Rafael—Brother Tom Rush is still working taking down the hill at the entrance to Mill Valley, filling in for the Goheen Housing Project in this vicinity. Tom now has Brother Jim Hewitson fixing up his equipment.

Brown Ely at Hutchinson Company is trying to fill the quarry and hot stuff orders as the weather will permit. Our local material yards are very busy for this time of the year.

Construction on Hamilton Field is about buttoned up. We hear, however, that there will be some heavy extensions in the spring. There is nothing definite as yet. We suppose that Supt. Rebisi of Frederickson & Watson will be busy on his ranch, pruning, etc., until spring.

Huntington Brothers have bought a 20-B and located at Novato. Think they should do very well here.

Several small contractors, employing about 72 of our No. 3 members, are busy on Mare Island. The Moore and Roberts fill job on the north side for the recent housing project is finished. This was a joint venture of Rutherford & Lowell.

C. M. Syar bought a couple more 8's, one 18-yard carryall, new cat 12 blade and Barber Green. "Tony" is expanding rapidly. Some of his equipment is for rent at the present time, however. Brother W. Madsen is superintendent for Syar. Lasmatt & Williams pushing. Brother Biglow on the shovel and Baugh on the truck crane. Brother Bud Perdue operates the new cat loader and does a splendid job grading on this rig. Brother John Teetar is shop foreman and is assisted by Brother Bill Jennings. "Tony" has just taken on a big land leveling job in the vicinity of Rio Vista.

Parrish Brothers at Benicia hot plant has Brother Beck operating plant. Brother Ray Blakeley is foreman of the crew. Lukasko is foreman of the nut busters—Mike Saporetti feeding the plant.

Brothers Hank Railing, Neil Porter and Carl Draisel are running shovels at Basalt Quarries. Scarbally Addington on slurry pile. Brother Jim Croon is on construction of the new quarry of Basalt's in Marin County. Brother LaLonda is in charge of the hot plant at Napa with Brothers Imboden, Earnest and Hyatt rehandling material. Brother Cal Barnett is a recent addition to the Basalt crew. Brother Keg Samuelson and Wes Herman crane superintendents in the Napa yard.

At Healdsburg Mr. Jim Kennedy, superintendent. Brother Jack Row in charge of hot plant. Cousins and McClish are on the drag line now working stock pile. Brother Dave Bennett is in charge of crushers in the plant.

John Spaletti is putting in a rock and gravel plant east of Santa Rosa. This looks like a good setup and we wish John luck. Brother Oldaker, his master mechanic, has been in the back shop and the doctor has been practicing on him, but we hope he will be out early.

Art Siri is doing general contracting and working six or eight of our brothers in the vicinity of Santa Rosa. The Union Paving Company has buttoned up on the Lettey Tract and have gone down the peninsula, taking the majority of the crew with them including Brother E. Gressot, superintendent.

Ongaro and Johnson & Nelson, local contractors, seem to keep out (Continued on Page 4)

Sacramento and Marysville area slowed up by rains

By FRANK A. LAWRENCE
Business Representative

Sacramento—Fairfield Airport: Kiewit-Johnson & Everist are about finished with their concrete work and are now working on a new hangar. The Moore & Roberts job is still in progress with several brothers working.

Underhill & Fisher have some work but are down at present due to rain.

The B & H Rock Company are still working when the weather permits.

The new housing project for Fairfield has not been let as yet. The proposed runway at the Airport is still awaiting a go-ahead order.

Morrison-Knudsen at Rio Vista still are employing several members with more work in sight if the weather clears.

Case Construction Company are going again on their dredge job. Also, they are finishing the job Olympia Dredging Co. was to do.

The W. M. Railing road job from the Airport to Vacaville is about completed.

Morrison-Knudsen bridge job at Davis is completed, and they are now moving their equipment out.

Mike Lynch sewer job is just about completed.

A. Teichert & Co. at Mather and McClellan Fields continue to use several of our members. The proposed new runway at Mather is still awaiting a go-ahead order.

Lord & Bishop are still loading cobblestones at Folsom.

The Hagen Gravel Co. was taken over by Olsen of the Brighton Rock & Sand Co. They are shut down at present.

McGillivray Construction Company are just about at a standstill with only a few members working.

The Dumond Company has obtained additional work for the Navy. To date we don't know what it will require in the line of Engineers.

H. E. Parker Company of Marysville have some more work to finish but are mostly all shut down now due to weather conditions.

Bressi & Bervanda at Colusa are still working on the levee job with about three more weeks of work left.

The Lord & Bishop, A. Teichert & Co. bridge job at Rio Vista will probably be started by the time this issue is out. This job will furnish work to several brothers.

Belyea Trucking Company have obtained an extension on their contract at Camp Kohler with the Government, so our members will continue on there.

W. A. Bechtel Company continues to use several of our members at Marysville and Virgilia on the Western Pacific.

The proposed new work at the Chico Airport is still being held up.

Beasley Construction Company are working on a hangar at Mather Field, using four members on the job. They will go to Stockton when they finish up here.

Brother F. J. Gilbert, member of Local No. 3-A, has returned home after twenty-nine months in the service. Brother Gilbert looks fine and Army life seems to have agreed with him although he's mighty happy to be back and we are happy to see him back. He has worked in this district for a long time and it will be a pleasure to send him to work out of this office again.

Brother Edgar L. DeGarma also has been discharged from the service. Brother DeGarma paid a visit to this office recently, and we are mighty glad to have him back. He saw twenty-nine months of service, six months of which he was laid

up in the hospital. We wish him lots of good luck and will be glad to see him working around here again.

Our sick list now includes the following members:

Brother Alfred E. Smith has been in the Sacramento Hospital since December 24th. We hope to see him up and around again soon.

Brother Myron W. Jones, of Rt. 1, Box 1294, West Sacramento, is able to be around some but still remains on the sick list.

I also wish to report that I received a letter from Sergeant A. Patters, member of our Local, who is in a hospital somewhere overseas. He states that he hasn't been receiving any mail, so I'm including his address and hope some of the boys will drop him a few lines.

Write to:

Sgt. A. Patters, 39099543
845 Engr. Arm. Bn. H & S Co.
A.P.O. 528, c/o Postmaster
New York, N.Y.

ATTENTION ALL MEMBERS: The Marysville office will continue to remain open on Friday nights only from 7 p.m. to 9 p.m. The Sacramento office will be open from 7 p.m. to 9 p.m. on TUESDAYS and FRIDAYS.

Remember, you can obtain gas, tires, pay dues, report work conditions and obtain information.

The following payroll checks are being held here at our office as we do not know where to send them. Please check the list and if your name is on it, contact us either in person or by mail, and we will forward checks.

George Clements, Doyle H. Colston, Allen Amer, Alvie McCoy Jr., Ralph G. Rogers.

labor warns WLB hurts arbitration

WASHINGTON, D. C.—Labor members of the National War Labor Board warned unions against private arbitration of wage issues so long as the NWLB persists in reducing awards above wage formulas but refuses to increase those falling short.

Their statement was made in connection with a WLB decision in a case involving the Employing Lithographers Association of San Francisco and the AFL Amalgamated Lithographers of America.

An arbitration panel denied a wage increase. On review the San Francisco regional board reversed the arbitration award and ordered a wage increase under the Little Steel formula. Reversing this, the national board approved the panel's decision.

Labor members, in dissenting opinion said:

"Simple candor on our part requires that the workers of this nation be told the conflict between the announced procedures of the board and its actual decisions are such that they will be advised to refrain from entering voluntary arbitration agreements which are subject to review by the National War Labor Board.

"To stipulate that arbitrators' awards are to be respected only when they give as much or less than board wage policy permits is to urge the elimination of arbitration proceedings during the life of the WLB."



News from the San Francisco office

By P. E. Vandewark and Pat. Clancy, Business Representatives

Word from the jobs

Weather conditions have somewhat affected working in this area, but still sufficient work is going on to keep most of the brothers busy.

At Hunter's Point, Gerwick Morrison Twaits are proceeding smoothly with the job; they now have several pile drivers working as well as the excavation rigs working two shifts.

American Bridge Company has a large steel erection job with two rigs at work.

Eaton and Smith are still occupied on their old contract grading for streets and additional building areas.

Steel Erectors have a steel erection job of two smaller buildings with one gang at work at the present time.

Devencenzi Brothers have two small excavation jobs and back fill.

Macnson has about completed the sewer contract, and will be finishing most any time.

Barrett and Hilp have additional contracts for more buildings which should keep a small number of the brothers busy.

Pacific Bridge Company's job at Bethlehem Steel is proceeding smoothly in spite of the recent rough weather; they now have both the American and the Ajax on the job working two shifts. Also, several heavy duty repairmen and welders.

Standard Builders have a housing contract at Third and Army Streets. There is considerable excavating and fill work on this job.

Eaton and Smith have several small jobs in progress around San Francisco including track removal, street repair and fill jobs.

Fay Improvement Company has a sewer job and street repaving on Evans Avenue off Third Street.

Moore and Roberts housing project off of Evans Avenue near Ridge Point is nearly complete with street paving yet to be done.

Arnold Trucking has two small fill jobs; one near Oakdale Avenue; the other at Third and Evans.

Miller and Stoutenberg is still working at Yerba Buena.

MacDonald and Kahn, Harney job off Carrol Avenue is temporarily held up because of weather conditions. There is still quite a lot of fill material yet to be moved.

Spears Wells still have two street planers working on the streets in various parts of the city.

Marinship Corporation now has all the operators on the day and swing shifts working nine hours, and practically a skeleton crew on graveyard.

General Engineering, United Engineering and Matson Navigation are quite busy at the present time with ship repair work.

Bethlehem work continues with few changes since the last report, but with a few additional men

being hired now and then.

Around the waterfront Pacific Stevedoring, Jones Stevedoring, No. Calif. Terminals and American Stevedoring are employing a number of brothers who work one and two shifts plus considerable overtime.

Macco Morrison Knudsen job at Mills Field is practically complete. The company has decided to leave the overpass and the road in. Must be contemplating bidding on the nine and one half million yards when advertised! There are a few men employed there doing the cleaning up and finishing up doing some repair work, and that is about all.

The relocation of the Bayshore Highway past Mills Field will also take a lot of fill.

The Port of Redwood is proceeding about as usual!

Peter Sorenson was the successful bidder on 28,000 yards of riprap for Mills Field. He is working on that job now, getting the riprap in back of South San Francisco.

San Mateo County employees have been going along about as usual; not much in the line of operating due to bad weather.

The Ken Royce Sand and Gravel plant at Rockaway Beach is commencing to take some shape now. The other Gravel Plants at San Mateo County are proceeding about as usual.

Ruddy and Sons at the San Bruno job have been held up due to bad weather. They erected an asphalt plant at Rockaway Beach, but there is not much activity as yet, due to the weather.

Belair Shipyard still has two members employed; one operator and one oiler, moving around junk in the yard. This will probably continue for some time.

Belair is more or less of a storage yard now for the Maritime Commission.

L. C. Smith has a fairly large job at Moffatt Field; and also has the new housing job between San Bruno and So. San Francisco.

Tobin and Son is putting in the drainage system and other underground work. "L. C." will do the excavating, paving and other work.

Guerin Brothers yard is proceeding about as usual. He has moved some of his equipment from up north and I understand has a job in the Valley.

Guy Atkinson's yard has improved due to repairing of that flock of "eight's" that was standing idle in the yard. We have sent them a few additional members.

Charles Hall's yard in Burlingame has a number of our men working at this time. "Charlie" seems to be getting in a lot of repair work in the yard now.

Macnson has opened a new yard in Burlingame with three members of ours doing the repair work.

Ford J. Twait at San Bruno still has a number of our brothers operating and doing repair work there.

Western Pipe and Steel is proceeding about as usual. Had a complaint a short time ago there regarding sending the men home due to rainy weather. I believe this was adjusted to the satisfaction of the members of Local 3.

There has been a big slow up of work in San Mateo due to the heavy rains. There is a lot of work in the wind, however, when the weather gets more favorable.

The Connelly Tunnel and the Clifford Sorenson Tunnel is proceeding about as well as can be expected. These heavy rains have held up operations on both jobs.

Ken Royce's yard on Bayshore has had a little pick up due to rented equipment coming in for repairs. As you members know this yard is under signed agreement with the Operating Engineers for all repair work.

The Garbage Dump is proceeding about as usual. We haven't been able to get our repair work wage rate through the War Labor Board as yet, due to the fact that the job was under the Machinists agreement for approximately 12 years, and it is hard to raise from the cheaper rate of pay under the machinists agreement to our scale for repair work. This will probably have to be a gradual raise over a period of time.

Daily construction report

December 5, 1944

FAIRFIELD-SUISUN, California, contract awarded to Central Calif. Const. Co., \$49,500 for alterations to fueling system.

MARCH FIELD, Calif., contract awarded to Kiewit Johnson Everist \$2,271,126 for const. NW SE runway and access taxiway at March Field.

December 7, 1944

OAKLAND, California, contract awarded to M. E. McGowan, \$11,482 for const. bridge fender system on Fruitvale Ave. bridge.

SACRAMENTO, Calif., contract awarded to Frank Maloney, \$7,064 for const. extension to Admin. Bldg.

December 8, 1944

BENICIA, California, contract awarded to McGuire and Hester, \$214,003 for sprinkler sys. ext. pipelines, Benicia Arsenal.

BERKELEY, Calif., contract awarded to Equity Const., \$20,199 for adn. and alts. to existing laboratories, Dept. of Public Health.

December 11, 1944

TRACY, Calif., contract awarded to Guerin Bros., \$25,080 for const. of RR extension at Quartermaster Depot, Tracy.

TREASURE ISLAND, Calif., contract awarded to Haas Const. Co., \$110,900 for const. supplemental water supply, 2nd increment, Treasure Island and Yerba Buena Island.

OAKLAND, Calif., contract awarded to Monson Bros., \$439,177 for const. facilities for dependents, Female Service Personnel and addl. facilities at U.S.N. Hospital, Oakland.

December 12, 1944

SACRAMENTO, Calif., contract awarded to Lee J. Immel, \$83,010 for about 0.9 mi. net length widened with PCC pavement and ashp. conc. pavement on cr. run base and ashp. conc. placed over existing surf., betw. University Avenue and El Cerrito Hill Overhead.

SAN JOSE, Calif., contract awarded to Union Paving Co., \$6434 for ashp. conc. paving on Campbell Ave., San Jose.

SAN FRANCISCO, Calif., contract awarded to Eaton and Smith,

\$288,356 for reconst. Market St. tracks betw. Valencia St. and Twin Peaks Tunnel.

December 13, 1944

SAN FRANCISCO, Calif., contract awarded to Fay Improvement Co., \$15,998 for asphaltic repaving.

SAN FRANCISCO, Calif., contract awarded to J. D. Proctor, Inc., \$45,382 for reconst. fender lines on south side and ends of Piers 42 and 44.

SANTA CRUZ, Calif., contract awarded to Hebronn Nigh, (1) \$2,709, (2) \$1,439 for furnishing creosoted timber piles and Douglas Fir timber.

BENICIA, California, contract awarded to Peter Sartorio, \$20,287 for construction of a fire house at Benicia.

December 14, 1944

STOCKTON, Calif., contract awarded to Markwart Co., \$14,797 for const. water supply system at Stockton Ordnance Depot.

LIVERMORE, Calif., contract awarded to Close and Lewis, \$317,433 for 125 temp. dwelling units at Livermore.

December 15, 1944

CAMP ROBERTS, Calif., contract awarded to Coast Counties Const. \$56,499 for const. new prisoner of war camp at Camp Roberts.

December 18, 1944

SALT LAKE CITY, Utah, contract awarded to Clifford Prince, \$16,775 for const. 43 ft. concrete and steel bridge over Deseret Canal, U. S. Hwy. 6.

ALAMEDA, Calif., contract awarded to Leo Epp, \$749,877 for const. 340 family units in Alameda.

PITTSBURG, Calif., contract awarded to Carrico & Gautier, \$27,711 for const. add. to cold storage plant at Camp Stoneman.

OAKLAND, Calif., contract awarded to Ford J. Twaits, \$15,000 for boiler system in Postal Concentration Center at Army Base.

December 19, 1944

POINT MONTARA, Calif., contract awarded to E. T. Haas Co., \$46,274 for development of water supply, A.A.T.C. Point Montara.

SALINAS, Cal., contract awarded to Hoagland Findlay Engr., \$39,785 for const. of sewage plant in Salinas.

LOS GATOS, Calif., contract awarded to Earl W. Heple, \$1,400 for repairing sewer line across Main Street Bridge.

TREASURE ISLAND, Cal., contract awarded, \$34,100 for const. 50T marine railway, Naval Frontier Base, Treasure Island.

ALAMEDA, Calif., contract awarded to Duncanson Harrelson, \$269,500 for const. of wharf, quay wall and inst. of a 14,000-ton Y.F.D. at United Engineering Co., Alameda.

MARE ISLAND, Calif., contract awarded to Paris Bros. and Martin Murphy, \$63,175, for fresh water line extensions at the U.S. Navy Yard.

SAN DIEGO, Calif., contract awarded to Haddock-Engineers, Ltd., \$83,817 for const. 32 housing units at Fallbrook.

SAN FRANCISCO, Calif., Fred W. Kolb, Monadnock Building, San Francisco, \$986 for rurn. one sewage type venturi tube & flow meter for Public Works.

December 20, 1944

SAN FRANCISCO, Calif., contract awarded to A. F. Mattock, 212 Clara Street, San Francisco, Calif., \$137,345 for modification of existing buildings at Letterman Hospital.

FORT ORD, Calif., contract awarded to Fire Protection Engr. Co., 369 Pine Street, San Francisco, Calif., for auto. Sprinkler system in motor repair shop and laundries at Fort Ord.

BENICIA, Cal., contract awarded to Stole Ltd., 8451 San Leandro Blvd., Oakland, Calif., \$71,570 for const. central motor pool at Benicia Arsenal.

FORT BAKER, Calif., contract awarded to Litchfield Const., 721 Francisco Blvd., San Rafael, Calif., for addition to marine repair shop at Fort Baker.

December 21, 1944

MARE ISLAND, Calif., contract awarded to MacDonald & Kahn, Inc., Financial Center Bldg., \$115,-

000 for const. concrete pipe sewers at West Beach Area, Mare Island.

MARE ISLAND, Calif., contract awarded to Jas. I. Barnes Const. Co., Russ Bldg., San Francisco, Calif. for \$39,500 const. facilities for cleaning battle-damaged mach.

December 22, 1944

LAS VEGAS, Nevada, contract awarded to Pioneer Const. Co., \$57,000 for const. of two fire stations in Las Vegas, Nev.

December 26, 1944

STOCKTON, Calif., contract awarded to C. E. Kennedy, P.O. Box 270, Marysville, Calif., \$25,719 for const. loading ramps and additional spur at Stockton, Calif.

PLEASANTON, Calif., contract awarded to G. W. Williams Co., 10 California Street, Burlingame, Calif., \$736,470 for const. 276 family units at Pleasanton, Calif.

OAKLAND, Calif., contract awarded to Clem Anderson, 1418 Willow Street, Alameda, Calif., \$69,990 for const. 20 temporary family units at Oakland, Calif.

TOOELE, Utah, contract awarded to Olson Const. Co., Box 366, Salt Lake City, \$24,640 for reconst. of warehouse.

OAKLAND, Calif., contract awarded to Monson Bros., Sixth Street, San Francisco, Calif., \$6400 for fire safing work for four buildings of the Maritime Commission Project, Oakland, Calif.

December 27, 1944

FALLON, Nevada, contract awarded to Dinwiddle Const. Co., Crocker Building, San Francisco, Calif., \$74,600 for const. facilities for Lovelock, Nevada.

RUSSELL CITY, Calif., contract awarded to Swedberg & Ciatti, Hayward, Calif., \$1025, for fuel pit addn. and alterations at Russell City, Calif.

SAN FRANCISCO, Calif., contract awarded to S. F. Paving Co., 132 Sutter Street, San Francisco, Calif., \$1,650 for furnishing 7500 cy. loam, under Inv. No. 3200.

BENICIA, Cal., contract awarded to Jere Strizek, 1916 Broadway, Oakland, Calif., for addition to Bldg. No. 46 Benicia Arsenal, Benicia, Calif.

December 28, 1944

ALAMEDA, Calif., contract awarded to Ben C. Gerwick, \$14,117 for const. of three instrument platforms on piles, range piles and furn. and drive steel pipe spud at approx. 80 locations for sampling of subsoil for proposed rock breakwater at Naval Air Station.

January 2, 1945

FAIRFIELD, Calif., contract awarded to John E. Branagh, \$42,507 for const. of a County Detention Home, adjoining the Solano County Hospital.

SAN JOSE, Calif., contract awarded to A. J. Raisch, \$6,210 for ashp. concrete paving on Campbell Ave., San Jose.

HAMILTON FIELD, Calif., contract awarded to Chas. Harney and Fredrickson and Watson, \$6,461 for fuel pit unit addition and alterations at Hamilton Field.

SAN FRANCISCO, Calif., contract awarded to J. Gueld, \$1393 for installing drainage units in Golden Gate Park.

(Continued on Page 6)

North Bay area busy; many big jobs go ahead

(Continued from Page 3)

of mischief and are busy all the time.

H. C. Phillips with the Point Reyes Gravel Company seems to be getting the outfit straightened out and on production. Brother H. C. Phillips, part owner, is in charge and they should be ready for full operation in the spring.

Eddie Ford with his crew have some extensions and is still busy on Mare Island.

Brother Yoder who has been working for Tom Rush has been reported sick and we hope it is nothing serious.

Outside of being covered with water in this vicinity, everything seems to be progressing very nicely and no members are out of work.

What's doing in the Oakland office

By Al Clem, H. W. Metz and Joe Walther, Business Representatives

ANTI-LABOR LEGISLATION PROPONENTS AGAIN ACTIVE

Have you forgotten Proposition No. 12 on the last election ballot? Do you remember the drubbing given to this unholy anti-labor measure by the forces of Organized Labor? This of course, was done with the aid of other organizations serving the best interest of the community. Since you have not forgotten that little episode it may not surprise you to learn that the same old anti-labor forces, under the guise of Little Red Riding Hood, are at it again.

The groundwork is laid, petitions are now being circulated for the signatures of nearly 112,000 legal voters throughout California. Campaign activities are already in progress in Southern California where the seed was originally planted by the Merchants and Manufacturers Association. Get this! Sponsorship by this organization did not work out so well last time, and besides it would be too repetitious to again identify the activity of this group with an anti-labor measure; we might get wise. Of course, that wouldn't do so it was decided to give it an angelic at-

mosphere by presenting it in the name of the "Women of the Pacific." Don't you think that sounds more comforting? Then again there is still another psychological angle that hasn't been overlooked. It won't be titled "The Right to Work" this time, that would reveal it in its full light. Instead, the chosen title will be "Regulation of Labor Relations, and Labor Organizations." So you see, Organized Labor becomes the bull's eye in the center of the target for those who are unfriendly, to shoot at. We can only warn you to beware of the same old wolf in sheep's clothing.

You know, some day, if we are not always on guard against these attacks we might not be as successful as we've been in the past, and suddenly may awaken to find that there is a law on the statute books that will disfranchise the very existence of the Labor Movement. Then what? How are we going to combat the activities of the unscrupulous whose designs are to eliminate Organized Labor in order to further their own selfish ends? We can't stand still, nor can we be for-

ever on the defensive; no campaign can be won on that basis, and Organized Labor in its field of operation, is a perpetual campaign.

The strategy of Organized Labor in its forward march, must be aggressive, if we hope to survive, and serve our members best.

Federal laws give us certain inalienable rights, and we must be governed by their precepts, but anti-labor State laws can prove most effective in further arresting the activities of the Labor Movement, if something is not done about it. Labor laws permitting freedom of action on the part of Labor should constitute the objective of the combined Labor Movement in California, through a legislative central control office or department. The functions of such an office should be under the directorship of one fully informed on Labor laws and their application, and qualified to initiate new legislation, and prosecute the enactment thereof. Looking further into the organization of such a plan it should function under the delegated authority of the State Federation of Labor, the State

Building and Construction Trades Council, and the Pacific Coast Metal Trades Department. Under this plan, all groups of Organized Labor would be the recipients of popular Labor Legislation, and partisan politics in Labor would be avoided.

This plan is not new, but it should be given a lot of thought, and something done about it.

Remember, don't sign any petition without knowing what you are signing, and then only after you have studied it well.

METAL TRADES IN APPEAL TO SOLVE HOUSING PROBLEM IN RICHMOND AREA

The Bay Cities Metal Trades Council recently asked for Federal intervention to end what a detailed report describes as abuses and offenses in supervision of the Richmond Housing Authority, the world's largest housing project and home of most of the Kaiser shipyard workers.

A committee, representing all 76 of the council's constituent AFL unions, charges gross indifference to the war effort, misuses of build-

ings constructed for recreation, disregard of tenant regulations, deterioration of buildings and grounds through lack of care, unnecessary vacancies at a cost of thousands of dollars monthly to the federal government, favoritism in allocation and insufficient allocation, passing over of petty theft, encouragement of racial prejudice and general mismanagement.

Negro workers have complained that they are being crowded out of the public housing project into already overcrowded slum areas in Richmond.

Richmond population has grown from 23,000 to 100,000 in four years.

School facilities, police and fire administration, health services and transportation are admittedly swamped. Richmond has three times the juvenile delinquency rate of the state as a whole. Schools are running on three or four shifts and about 3000 children are marked as truants daily. The union report has brought the situation to a head and may result in some concerted improvement in other respects besides the housing problem.

Getting around the jobs

The past year was rather a busy one in this area. There were 7436 clearances issued by this office to both Construction jobs and the Shipyards, this being a decrease of approximately 400 in 1943. However, we noted that in 1943, approximately half of the clearances issued were to members desiring employment in the Shipyards. In 1944 there were less than 2000 clearances issued to members desiring employment in the yards. This, we suppose, was due mainly to the Freezing Order being more stringent, also the Yards along the Estuary reducing their forces considerably. While there was only one large construction project in the area in the past year, which was the Inland Storage Depot at Port Chicago, there were a number of small projects furnishing employment to our members.

On several of the jobs we note that some of the employers were

more inclined to chisel than in the past years due, we suppose, to the fact that a large majority of the jobs were let out to competitive bids. However, due to the splendid cooperation of the members and stewards in this area with the office, we are sure that the majority of the complaints were settled satisfactorily to the membership. We are hoping that we can do a better job in the coming year.

Due to the rains during the past month, construction work has slowed up considerably, and a number of the fellows have lost time. We cleared 476 men on construction during the month of December.

N. M. Ball & Son has 100,000 yards of over burden to be moved on their job at the Pacific Coast Aggregates plant at Niles. Brother Wayne Morris is foreman on the job.

John Paroline is superintendent on Piazza Huntley job at the Oakland Airport. Brother Roy Copley is foreman and we have approximately 15 engineers on the job. Work has slowed down due to the weather conditions. However, they expect to pick up again soon, weather permitting.

Morrison & Knudsen have six members employed on their Standard Oil job at Oleum. Brother Fred Hoffman is foreman on the job.

Approximately 25 members are employed by Guy F. Atkinson Company on their job at Pinole. Brother Bill Brown is foreman, day shift, and Brother Chas. Campbell is the night foreman. Henry Glackin is superintendent on the job. Brother Ray Haun is steward.

Brothers W. H. Watson and E.

V. Erbland are the new stewards in Yard II.

Brother "Tiny" Laux is steward in the Victory Yard.

The Construction job in Yard III has gotten under way and at the present time one shovel is in basin No. 3. Le Beouf & Dougherty, Macco Construction Company and Austin Archer Company are on the job.

Barrett & Hilp has recently completed a small job at Pinole.

Healy & Tibbetts have a small job at the Standard Oil Plant, Richmond.

The turn-over in the shipyards seems to decrease each month. For the month of December 145 oilers were cleared and 37 operators.

Lewis & Close are busy on a housing project at Livermore. At

the present time we have two engineers employed on the job.

G. W. Williams Company has not started on their housing project job at Camp Parks at this writing.

Brother Martin Kritzer has moved about four pieces of his equipment and has started a housing project in Alameda. Joe Kann has the excavating on the job.

Approximately 63 members of Local 3 are employed by Fredrickson Brothers on their Inland Storage Depot job at Concord. Brothers Fred Butler and Paul Matis and A. B. Tyler are foremen and Brothers Lorin Little and Melvin Lambert are stewards on the job. Sixteen cats are working at the present time and the major portion of the work is finished. They have a Hot Plant and Crusher on the job and are doing the paving.

What the brothers are doing

Brother Phil Allen was the first member to appear at the Union Hall and pay dues in 1945. Brother Woodrow Bird has the honor to be the first member cleared to a job in the new year.

The United States Army claimed two of our brothers working out of this office last month. Brothers Harry Fuller and Chas. Sherman applied for service withdrawal cards. Good luck to these brothers!

Brother Ralph W. Rogers, No. 3 member, obtained a withdrawal card this month. Brother Rogers reports he is going to change his occupation and try his luck at farming in Artesia, New Mexico. We wish him good luck in his new venture.

The homes of two of our members were brightened by the arrival of baby girls recently. Brother Lane Theriault became the proud father of Karen, December 12, 1944. Brother Ted Mirandette welcomed the arrival of Marlo on November 22.

We extend our congratulations to both families!

The Metropolitan Oakland area continues to be the center of location for new business and expansion of existing plants, according to the December industrial report, compiled by the Business Extension Bureau, Ltd. The report in-

cludes the following industrial developments:

TEAGARDEN PRODUCTS CO. purchased a ten-acre site at the foot of 78th Avenue, and will erect a modern new food processing plant.

THE CHRYSLER MOTORS CORP. announces purchase of 40 acres on Davis Street, San Leandro, at \$60,000 for future use. The site adjoins the present Chrysler Motor parts plant.

PARITY, LTD. have leased property (300 x 300) at 340 - 29th Avenue for new plant to process pipes, tanks and containers with plastic coating.

L. RENCH DEVELOPMENTS have applied to the WPB for a permit to erect a one-story frame refrigerated storage plant (200 x 300) on property being purchased at First and Second Streets, Madison and Jackson.

CHARLES S. HUGHES COMPANY have purchased a nine-acre site opposite Southern Pacific Freight Station in Walnut Creek for a new building materials plant (ready-mixed concrete, etc.).

LUDLOW STEEL PRODUCTS COMPANY are purchasing a 2½-acre site on the east side of 81st Avenue near Rudsdale Street for a new steel products manufacturing plant.

OVERSEAS DISTRIBUTORS, INC., incorporated with \$40,000

capital, plus 300 shares no par, to handle the exporting business of the Bacon Vulcanizer Mfg. Co., 1267 - 67th Street.

STEEL TANK & PIPE COMPANY have purchased property at Third and Harrison Streets, Berkeley (27,000 sq. ft.) for future plant expansion.

We regret to report the death of Brother Harry C. Whitman, old-timer of Local 3. Brother Whitman's death occurred after a brief illness.

Services were held at the Grant D. Miller Mortuary, Sunday, December 10, but the body was shipped north for burial.

Brother L. M. Harmon, member of 3A since July 3, 1943, died of pneumonia January 1, 1945. Brother Harmon was employed as a crusher operator at the Pacific Coast Aggregates Plant No. 5 at Niles.

Brother Leroy Smith paid us a visit over the holidays. Leroy is instructor in the Army, stationed at Camp Geiger, Washington. He claims his duties are to make a shovel runner and cat skinner in six weeks. He said some of them actually move dirt in that length of time.

Brother Harry Metz is back in

the Oakland office after a two years absence. He will cover the work along the Alameda Estuary.

Brother Joseph Tworek passed away December 29. Brother Tworek was a crane operator for Moore Dry Dock Company, West yard, for some time.

Due to the expansion of Yard II and for the convenience of the

Our boys in service

Three of our Navy Brothers, Tom Pugmire, Glen Harelson and Donald Baldwin are now stationed at the Race Track in Albany.

Brother E. F. Cobun, who recently received an honorable medical discharge from the Navy, was a recent visitor in our office. Brother Cobun was in four major battles in the South Pacific with a Naval Seabee Battalion. He told the following interesting story about his Local 3 dues card: He had his card in his wallet with other belongings when his ship was sunk. About 300 of the men reached shore and about eight days later their seabags were washed ashore. Most of the things in the bags were ruined from being in the water so long, but his Union card was still all right only it had been split in half. We think this proves

members of the Union, a new Dispatch office has been set up and is now in operation in the Yard. We believe this office is proving to be satisfactory to the members employed there.

Brother Bob Allgood, former steward in Yard II, day shift, is supervising foreman, day; Brother M. B. McDaniels, swing, and Brother Geo. Phillips, graveyard.

that our Union cards are very durable to be able to stand this test!

Brother Tom Eby, MM 3/c, who is now stationed at Oak Knoll Hospital for a short time, paid us a visit recently. Tom has been in the service two years—stationed at Pearl Harbor doing what he termed as "Post War Construction Work." Tom has spent the past seven months there in a Naval Hospital with both of his legs broken.

After a short leave, Tom will be assigned to a Naval Hospital in Southern California.

Brother Eugene Yates, 3 member, has just been released from the hospital recently where he underwent an operation on both of

(Continued on Page 6)

Round-up of the news from Utah

By C. L. Casebolt, Salt Lake; T. L. Clark, Salt Lake; Scott Ledingham, Ogden; C. R. Van Winkle, Provo—Bus. Representatives

From Ogden

1944 is history. Going back over the past year we have made good progress. Our relations with the contractors have been very good. No serious trouble of any kind.

The amount of work let in the Ogden district has been small compared with the past two years—about enough to keep the local men who have their homes here working.

A pat on the back for our Engineers—they have taken good care of their jobs, which always makes for good relationships between the union and the contractors. We have had little trouble getting contracts signed. It is to be hoped that this year of 1945 will continue to show such agreeable relations.

A year ago we had a good number of cat men levelling farms. This winter the ground was not covered with snow and the frost has penetrated so deep that this work has had to be shut down until Spring.

The contractors at the Naval Base at Clearfield are all working and will continue to do so regardless of weather conditions. Wheelwrights are making fine progress on their sewer at North Ogden. The remainder of local contractors are mostly repairing their equipment for the work they have to finish and expect to have in the Spring.

We have a very few men waiting for work.

Brother Walter H. Hooton, who lost his arm in an accident in September, is again back in the hospital with a bone infection. We wish to report that Brother James L. Meador has been on the sick list for about six weeks, a recurrence of a poisoning which he contracted while working in a TNT plant quite some time ago.

—SCOTT LEDINGHAM.

From Salt Lake

During the past month we were able to secure a State Building Trades Agreement with Morrison-Knudson, covering all the Union Pacific and other railroad work. This has taken two years of effort but was finally contracted with Captain Wise of the Army Engineers and State Manpower Director, Joseph Mayor acting as mediators. We secured a very good agreement which I believe will take care of many of our problems. This Company has closed down all of their work for the Winter. In the Spring they will start up both in Utah and Wyoming, employing a large number of Shovel Operators.

We have been sending a number of men to Tonopah and Gold Field Railroad in Brother John De LaGrange's territory. While recruiting has not been too satisfactory, it has taken a great deal of time.

During the month of December, I spent some time both in Provo and the Ogden territory, assisting Brother Van Winkle and Brother Ledingham. Their territories both are well in hand.

The future working prospects in Utah are not too good. There has been a few small jobs let but nothing of major importance.

During the month of December, the Utah Metal Trades Council has set up a legal aid department. This legal aid department is to the benefit of every man affiliated with a Metal Trades Union and his immediate family. Wherever personal injuries occur, they have made arrangements with one of the most prominent legal firms in Utah to handle these cases.

All members of the Operating Engineers, Local No. 3, should

know, if they do not, they are affiliated with the Utah Metal Trades Council, and thus come under the provisions of the legal aid.

I sincerely hope that every member will inquire at the office or of his business agent regarding this procedure. This had been set up for your good and we expect you to become acquainted with the provisions and use them.

So far this month we have been extremely favored by Old Man Winter. While Idaho and Wyoming are both frozen up and Nevada shivering, we are walking around in Salt Lake City in the sunshine and enjoying Palm Beach weather. This truly is the place.

—C. L. CASEBOLT.

During the last few days of December, Brother Frank A. Noller, Business Agent for the Salt Lake Building Trades Council, passed away. Brother Noller and I have been good friends and companions for the past twenty-five years. We worked on many jobs together before Frank became Business Agent for the Council, and during his years in that office he battled day and night for the rights of the working man and through the depression years he worked for nothing and helped to maintain an eating place for those that were out of work, paying largely for this from his own meager savings. The entire labor movement is grieved at his passing and it will be a long time before anyone will really be able to fill the place left vacant by Brother Noller.

Utah Construction Stripping job at Bingham Canyon has been completed. At the Magna-Arthur job they have abandoned the railroad and the old pit and have opened up a new shop and office and pit near Baccuss. They have three shovels, a few cats and patrols on the job all manned by Operating Engineers.

At Wendover we have a Hangar and Apron job which is progressing rather slowly, mostly due to the shortage of labor.

There has been a few small jobs let at Dugway Proving Grounds, but this work will not start until Spring.

In Salt Lake City, the Housing jobs are progressing very slow. Majority of the projects being stopped by the War Manpower Commission.

Enoch Smith and Sons have been doing the utilities on these projects, and have managed to keep their engineers working.

—T. L. CLARK.

From Provo

Work remains about the same in this area as in my last report. As expected no new work started over the holidays and one or two small jobs closed down on account of the weather. Twelve to eighteen inches of frost doesn't make for profitable operation, not for a small contractor, at least. All other jobs apparently, if the weather doesn't take a turn for the worse, intend to continue in operation.

We were saddened towards the last of the month by the sudden death of Brother Frank Noller, who had been secretary-treasurer of the Salt Lake City and Vicinity Building and Construction Trades Council for the past thirteen years. Brother Noller can be credited with holding the Labor Movement, at least as it affected the building trades, together in this area during the depression years, not a mean feat in itself, and his sudden passing has left a void in our ranks that will be hard to fill.

WEEKLY MEETING IN PROVO ARRANGED

The situation at Geneva remains

about the same. No word, at this writing, has been received from the War Labor Board as to the disposition of the remainder of the agreement. The War Labor Board, like the Gods, grinds slowly. To assist our membership at Geneva to properly present their grievances, and to improve conditions, arrangements have been made to hold a weekly meeting starting Tuesday, January 16th, and each Tuesday thereafter. These meetings will be held in the Laborers Hall, 35 North Third West, Provo, and will start at 8 p.m. All members, whether working at Geneva or not, are invited and urged to attend every meeting possible as matters affecting the building trades will be taken up also at these meetings. Please remember the night, Tuesday, and the place, 35 West Third North, and make every effort to be present.

CEDAR CITY AREA

RECEIVING ATTENTION

In a previous report I mentioned that the Utah Construction Co. had the contract to mine and ship one and a half million tons of iron ore to the Kaiser steel mill at Fontana. During the past month this job has gotten started and we now have 24 engineers on the job. This company also has 14 engineers on their Iron Mountain job, which lies several miles south

(as the crow flies) of Iron Springs. However, it is 25 miles between the two jobs by the road.

The Cedar City area bids fair to become the iron ore center of the west. The ore is of a high percentage of iron and works well, I am informed, in the blast furnaces. Other bodies of ore, I am told, that have been opened up in the western United States have not proven so good. While the ore body is not inexhaustible, of course, there is a large amount of it located and the present operations of the Utah Construction Co. will probably last for the next two or three years, depending upon the demand, which, of course, will depend on whether the steel mills of the West continue operating.

RELATIONSHIP WITH UTAH CONSTRUCTION CO. IMPROVES

Our relationship with the Utah Construction Co. continues to improve. This is a large concern as all are aware and our improved relations cannot but have a favorable effect upon the opportunities of our membership to secure profitable employment under decent working conditions in the future which is the aim we have in mind.

Much of the credit for our present position with this company should properly go to Brother Casebolt who has been diligent in

pressing any advantage we may have had. A signed agreement covering all this company's operations in this area is not an impossibility in the near future.

This is only one isolated company and is a good example of what is happening in the construction industry in this State. Two and a half to three years ago the majority of the industry was operating non-union or half-heartedly union; today the majority is operating union and co-operating as near 100 per cent as is possible. Progress has been slow but in looking back considerably more progress has been made than the average member realizes.

A BELATED WISH FOR THE CHRISTMAS AND NEW YEAR

My last report was prepared considerably in advance of Christmas and the New Year and in looking it over I find that I failed to wish the officers and membership a Merry Christmas and Happy New Year. Although the holidays are over, as this is prepared, allow me, even belatedly, to express the sincere wish that each and every officer and member enjoyed a Merry Christmas and that the coming year will be a happy and prosperous one for all, which shall see Peace on Earth a realization rather than a hope and a prayer.

—C. R. VAN WINKLE.

News from San Francisco office

Here and there with the brothers

(Continued from Page 4)

"Charlie" Hall seems to have a lot of work in his yard at Burlingame. Here's wishing you lots of luck!

Brothers Charles Bartholomew, J. A. Pool and Max Johnson invented a barrel hook that will handle from 4 to 12 barrels. This hook, hooks and overhooks, automatically which is a very smart invention as the old method needed four men to hook and unhook barrels. They are building a shop in Redwood City for the manufacture of these hooks; and we understand the Navy is using them at Redwood City, and the Army has requested a large number for their use. Above shows the ability of the members of Operating Engineers Local 3! Congratulations, boys!

Brother Jepperson is the Master Mechanic at Macnson's new shop at Burlingame. Brother Brown is still busting bolts as Master Mechanic at L. C. Smith's.

It is with deepest regret that we learned of the death of Brother M. L. Stevens on January 4. Brother Stevens was an old and loyal member of the Operating Engineers.

Brother Danny Dees informs us that Brother Charles Dees has been seriously wounded in action. We are hoping for a rapid recovery for Charles!

Brother John Christman is still foreman on day shift for Gerwick Morrison and Twaits at Hunter's Point.

Brother Joe Vautrin has com-

pleted training at Camp Pendleton and is awaiting assignment to a Marine Combat Unit.

Brother Carrol Madsen was a recent visitor here and now has graduated from Navy Radio School and is being transferred to Camp Shoemaker.

Brother Bud Sthymmel sent a picture to Marinship boys taken in Hollandia, New Guinea, where he has charge of carrier pigeons for the Army.

Brother Henry McKibbin, recently employed at Marinship, passed away on December 23, 1944.

May we take this opportunity to wish all the Brothers a Happy and Prosperous New Year?

flying fort ace



Above is an action photo of Lt. John B. Bonds, Jr., who is a brother we should be proud of. Lt. John is a pilot of a flying fortress over Germany. He recently has been awarded the distinguished Flying Cross for extraordinary achievement. He also holds the Air Medal with three clusters. John will be remembered by some of us as he worked out of this office before entering the service. He is the brother of Brother Harry C. Bonds, 2502 Dwight Way, Berkeley.

News from Oakland office

Our boys in service

(Continued from Page 5)

his knees. He reports he is getting along nicely and expects to be back on the job for DeVilbiss within a month.

Brother Thomas Priffer, crane operator, Moore Dry Dock Company, West yard, is recuperating from an operation performed during the first week of December. We understand he is progressing nicely.

Brother Roy Hosman has again returned to his duties as crane dispatcher, Moore Dry Dock Company, West yard, after being called

to Oklahoma by the death of his father.

We have been advised by the Attorney for the State Building Trades Council that in the event that any of the members meet with an accident they immediately contact their local Business Agent. Above all, do not sign any papers—that is, other than the back of a compensation check.

BUILDING JOBS FOR 1944 TO BE ABOUT HALF THAT OF 1943

Washington, D. C. Preliminary estimates of new construction put in place during the year 1944 indicate a volume of \$3,840,000,000, compared with the \$3,900,000,000 programmed for this year in August 1943, WPB reports. This volume is not quite half of the 1943 total and less than one-third the 1942 peak activity of \$13,434,000,000, WPB said.

We know of a girl who'd never take a joke, but finally she did.

Ask States For 65c Hourly Rate

Washington, D. C.

The annual National Labor Conference adopted a resolution unanimously recommending that "all states move as rapidly as possible to extend the benefits of legal minimum wage rates of not less than 65 cents an hour to all workers."

Fresno area awaiting new government job contracts

By WM. C. WAACK
Business Representative

Fresno—Your Fresno Representative in his seven months in the district has the following observations to make and to review conditions in the area consisting of Merced, Mariposa, Madera, Fresno, Kings and Tulare Counties. I was first assigned to this district during the construction of Friant Dam and have seen the dam completed, with Millerton Lake filled to capacity. Equipment to permit the partial emergency operation of the reservoir back of Friant Dam has been completed and the next job will be the installation of spillway drum gates and permanent river and canal outlet valves. The construction of the last 17 miles of the Madera Canal is nearly completed.

Surveys for the Friant Kern Canal will be continued as they will also for the Delta Cross Channel to carry Sacramento River water across the delta, and for the Delta Mendota Canal to carry water 105 miles along the west side of this valley to the Mendota Pool. Work may be started on the Friant Kern Canal to carry Friant water to our lower valley—108 miles, "when men and material" are available. Congress has already allocated \$7,000,000 for this job that will total approximately \$30,000,000. These projects are what we are waiting for.

In the meantime, about 175 dues paying members of our Union are holding and keeping a closely knit organization in this area. What are they doing? Leveling land, flood prevention, irrigation, producing rock, sand and gravel, maintaining and developing oil fields, some on drilling rigs as well as road and building construction, so that when our members come from the coast, Nevada and Utah to construct this project they will find that Local No. 3 is set to take care of them.

This area cannot boast of war industries. The growth of this end of the valley has been natural, consequently our organization is strong. I happened into a shop recently where a stranger made application for work. Before he had a chance to state his qualifications he was asked whether or not he belonged to a Union and without further ado, when his answer was "no" he was dismissed from further interview. This type of expression in these rural areas show, more than a representative's report, the strength of our Union. We look with great and pleasing anticipation to our post-war status, "when men and material are available," for the real growth of the Fresno District.

Additional post-war projects will come to us. The recent flood control bill, signed by President Roosevelt, authorizes \$19,700,000 for the Pine Flat Dam, back of Fresno on the Kings River, the Isabella Dam on the Kern River, \$6,800,000; Success Dam, Tule River, Terminus Reservoir, Kaweah River, \$4,600,000; Merced County Streams, \$1,300,000 and our San Joaquin River, Tuolumne and Stanislaus, \$8,000,000. The total expenditures of the Central Valley projects amount to more than \$600,000,000. This program will take care of the rural development and requirements of our demobilized war workers and servicemen.

In this district, wage scales as established by Local No. 3 are the

prevailing scales, and in instances where some of the ambitious farmers don't want union men they pick up cotton choppers, break them in and even though they can't make a patch on a No. 3 man's overalls they will pay them the scale. Salyer is this type of operator and all Local 3 skimmers are instructed to stay away from his rigs until further notice.

Haddocks job at Poplar is getting larger. Capitol Construction is through at Firebaugh. Brown Material has several rigs on the Lake and is always doing something in the oilfields. Stanfield is still going at Coalinga, on a slow ball. Kritzer has a half dozen rigs scattered in the district. The rock plants are kept moving—even in the winter months. Chicago Bridge finished their large gas tank at Lindsay. Brown, Doko & Baun have a few small operations and manage to keep the gang moving. A few shovel men are on the out of work list. The cat men are holding even, just enough jobs to go around, so unless something unexpected shows up, activities in Fresno District remain very quiet. Shaver Lake, the Stone & Webster tunnel job, is now in the snow belt. Our Avenal district meeting is set for Jan. 20th, 7:30 p.m. Please advise Brother Tyler Lowe, Box 1321, Avenal, if you're coming. A post card will do. Our next Fresno meeting is set for the evening of January 25th. Let's make these meetings worth while.

Member of Engineers Union Wins Coveted Service Cross for Bulldozer Operation

Washington, D. C.—With the 6th Engineer Brigade in France.—The Distinguished Service Cross, the Army's second highest decoration, has been awarded to Private William J. Shoemaker, bulldozer operator with this battalion and a member of International Union of Operating Engineers, AFL, Local 66, Pittsburgh, Pa., for heroic actions on the Normandy beach on D-Day. The entire brigade, standing at attention, looked on while Lieut. Gen. John C. H. Lee, Commanding General, Communications Zone European Theater, pinned crosses on Pvt. Shoemaker and on one other bulldozer operator, Pvt. Vinton W. Dove of Washington, D.C.

Bulldozers, ordinarily thought of as non-combat vehicles, are made at Allis-Chalmers, Springfield, Ill., and Le-Tourneau, Peoria, Ill.

The two soldiers gallantly worked their machine in shifts while it was a specific target to intense mortar and cannon fire from the enemy's attempts to block the Allied landing in France. After dragging many capsized vehicles out of the surf, the drivers, unprotected amidst the battle raging furiously around them, cleared obstructions from the beach. This dangerous objective accomplished, they smashed road blocks and filled in gaping anti-tank traps while geysers of earth from shells bursting all around them rained down on their dozer.

In the words of the official citations, "Their courageous actions permitted vehicles and armor to move out in support of the infantry troops," thus saving many lives on the crucial invasion day.

Pvt. Shoemaker's father, F. J. Shoemaker, also belongs to the International Union of Operating Engineers, Local 18, Cleveland, O.

Bryson tells developments on dredging

By T. D. BRYSON
Business Representative

San Francisco—I wish to inform the members working in the Dredge Industry that I have been assigned the job of looking after all Dredge Work in the San Francisco Bay and River area to devote my entire time to looking after the interests of that part of our membership.

It is my intention to visit each Dredge at least twice a month and more often if possible, and I want the members to feel free to contact me at any time day or night, and if it seems necessary I will be on the dredge within the shortest possible time.

I will visit all the Dredges just as soon as possible and hope to meet all the members personally and listen to any grievances that they may have and will attempt to adjust same satisfactorily.

There is plenty of activity in the dredging game. We are having some difficulty in supplying men, especially deckhands and levermen. In some cases we have had to give permission to the dredge owners to secure their men anywhere they can find them. This has caused a disorganized condition on some of the Dredges. This will be taken care of just as fast as I am able to contact these non-members, and I wish to ask the full co-operation of all the members. If there is a non-union man working on your Dredge, it is your duty to report it to your Business Agent and see that the non-member contributes his share of the expenses of operating the Union.

If any member knows a man who would like to work on Dredges send him in to the Dispatcher at the nearest office and arrangements will be made to get him started on some dredge.

Where some of the Dredges are working at present:
Olympian Dredging Co.—Golden Gate, Monarch and Palmer are at Hunter's Point.

American Dredging Co.—Pearl Harbor at Rough & Ready Slough near Stockton. Richmond at Kaiser Yard 2 in Richmond. Pronto at Petaluma.

San Francisco Bridge Co.—San Pedro at Port Chicago. Derivanish at Kaiser Yard 3 in Richmond.

Hydraulic Dredging Co.—Pa-Poose at Hunter's Point.

Case Construction Co.—Dredge Alamedan at Rio Vista.

Puget Sound Bridge & Dredging Co.—Seattle No. 4 at Port Chicago.

Roberts Island Development Co.—Roberts Island tied up at Antioch Bridge for repairs.

Dutra Dredging Co.—Mallard at Petaluma.

I am now working out of the San Francisco office, telephone HEMlock 1568. My home phone is ANdover 9891 in Oakland.

I wish to thank the personnel of the Oakland office for the splendid co-operation I received while working out of that office. It was a pleasure to work with them.

As the New Year is started and not much indications that the war will be over soon, let us do everything in our power to bring about a hasty and successful conclusion of this war so that our sons and brothers may be with us before the end of this year.

A Good Tip

When you move into a new neighborhood beware of the neighbor who warns you against the other neighbors.

It is reported that Hitler is urging Germans to fight to "the last man." Perhaps so, but what he really means is "next to the last man."—CINCINNATI ENQUIRER.

Redwood Empire jobs seen from developing projects

By OTTO E. NEVER
Business Representative

Eureka—Headache Season being past, we in the Redwood Empire are looking forward to new work and new endeavors.

Up in Del Norte County, road construction is at a standstill until March or April. On the 21st of December we completed the signing up of a majority of employees of the Public Utilities Co. at Crescent City. The Union is now negotiating a contract with the Company at their San Francisco office. These new members are furnishing Crescent City and surrounding territory with light, power and water.

We understand that there is a good demand for asbestos, and mining of that mineral will start in earnest as soon as the rainy season is over. A Baltimore concern is paying \$250.00 for the Del Norte product.

The access roads near Orick for the California Barrel Co. and the Arrow Mills have been completed, and Baker Bros. have moved out. Mercer Fraser has been doing a little graveling from time to time.

E. B. Bishop shut down their dirt moving job along Mad River until spring. Some of the brothers, namely Jack Walsh and Henry Meadows, who were on this job have signed up for Pearl Harbor.

Over in the Hoopa Indian Reservation, a new mine is being opened by Marsman Co. This company lost some \$25,000,000.00 in the Philippines when the Japs took over. The company is paying a 25 per cent royalty to the Indians and have posted an \$80,000.00 bond. At present, they are putting up compressors and shops, but will build a \$100,000.00 concentrating mill in the next 90 days. Their schedule calls for an expenditure of \$250,000.00 during the first year. However, due to the fact that this is an Indian Territory, we must do all negotiations for labor contracts through the Tribe Council, then the Indian Agent, and then get final approval from the Department of Interior—quite a jaunt, to say the least. Furthermore, the local Indians have preference on all jobs.

The Chicago Bridge & Iron Co. is still cutting down and have only about two-thirds of their crews

left, and are working only one shift of 8 hours. We hope to see a new company take over here as soon as the C. B. & I. Co. completes their contract. We have contacted both Senators Johnson and Downey, and Congressman Lea in an effort to keep this yard going.

Eureka Shipbuilding is having its new marine railway piling job finished by Tom Hull. Brother Lou McConnell is doing the driving. As soon as this job is done, Lou will go with the rig to do some pile driving for the County.

The mines in Southeastern Humboldt are closed for the winter because of snow and rain, and probably will not open before spring. There is some hope of getting a small pilot mill installed in Eureka by the Riveroll Steel Co. of Los Angeles. More on that later. Your business representative here has been instrumental in organizing the mine owners. This gives Local 3 the inside track for any negotiating. So far, it has kept our scale the same as construction.

The E. B. Bishop job at Benbow is progressing rapidly, and very little time is lost because of bad weather. All dirt moving is done by carryall.

Some of the brothers are going into business for themselves and the following would appreciate your patronage:

Robert Sheppard, service station at Fourth and Broadway, Eureka.

Dick Cannam, Marine engine repair, Fisherman's Wharf, Eureka.

Brother Francis O'Donnell is still at the T. B. ward at the Humboldt County Hospital and would like to hear from some of the brothers who he worked with at Redding and Richmond; also, any of the brothers in Eureka who could find time to drop in will find a hearty welcome.

Local No. 3 had Brother Ray McWilliams, who was injured September 11, 1943, reinstated to medical care and compensation effective January 2, 1945.

Seabees Job Ahead

"So when we reach the isle of Japan
With our caps at a jaunty tilt,
We'll enter the city of Tokyo
On the road the Seabees built."

AFL Blood Donors Get Tribute



At a spectacular tribute in San Diego, Calif., to 600 AFL members who have given four or more precious pints of blood for servicemen overseas, Col. Evans Carlson (right), leader of the famous Marine Raiders in the southwest Pacific, told of the life-saving miracles of blood. AFL Radio Commentator Eddy Orcutt and Chairman Harry Hunt of the Central Labor Council's blood drive, display an enlarged copy of the Half Gallon Club pin presented to each donor. (Photos courtesy San Diego Labor Leader. (Federated Pictures)

Buy a Bond and Build a BATTLESHIP



Shasta Dam job completed; buildings now being moved

By E. A. HESTER
Business Representative

Redding—The last bucket of concrete was poured on January 1, 1945. All that remains to be done is the moving of one hundred and thirty-eight residence buildings that housed employees, warehouse, hospital, head and tail towers, and other large structures. This is now under way, and is estimated to take about three months.

Shasta Reservoir is rapidly rising, and the water is being stored behind Shasta Dam at the average daily rate of 5000 acre feet.

Men who worked on Keswick Dam will receive back pay. This doesn't apply to members of the Operating Engineers, as we were receiving the union scale which we asked for before the freeze order.

E. B. Bishop has bought the big machine shop, and is moving it to Orlands. This will be quite an improvement for that district.

Brother Joseph Zehnle, navy steward's mate second class, who worked as a shovel operator in the beginning of construction on the Dam, was killed in the Southern Pacific train collision near the Great Salt Lake on December 31, 1944. Zehnle, who had been on duty in the Atlantic for two years, was en route to Sacramento to visit his wife and daughter when he was killed. Zehnle leaves three brothers, Lawrence Zehnle, who is in the Pacific; Herman Zehnle, with Marinskip in the Bay area, and Arnold, in the tank corps at Fort Knox, Tenn. These boys were all members of the International Union of Operating Engineers, and worked on the Shasta Dam before entering the service.

Brothers Dave Tenny and Whitey Neff have gone to Fall River Mills to drive the piling on Carrico & Gautier's \$20,000 bridge job. They were formerly employed at the iron mine which is now producing about one-half of its capacity.

Brothers Joe Sloat and Ross Peoples have returned to the Bay area with their pile driver.

I had an interesting letter from Brother Curley Duncon who is with the U. S. Engineers in the Philippines. He states that everything is going well with him and the rest of the gang, after a lot of excitement.

I also received a letter from Brother Leo Hartford who is in the Aleutians. Brother Hartford says everything is O.K., but the weather. He has been there about a year, and said that he is going to stay until the end.

To those who travel, chains are necessary on all roads leading east, north and west out of Redding. Due to cold wintry weather there is very little activity in line of work; therefore there is not much of interest to report about from this district. So I am just going to close and wish each and everyone of you health, happiness, and success in all your undertakings throughout the New Year.

soldier paper tells 'em off

A recent editorial in the Army weekly, Yank, asserting that "you can't ignore figures," pointed out that in the first 109 days of the invasion of France 17,000,000 shipments of Allied vehicles and supplies were put ashore—more than twice the total received by General Pershing through friendly ports in the entire nineteen months of U.S. participation in World War I. "Who do you think made that stuff—pixies?" asked the editorial, the purpose of which was to combat propaganda designed to cause disunity between soldiers and workers. "It is going to be tough enough reconverting to full civilian production," said Yank, "without starting a fight among the men who will do the producing. And if you begin by setting veteran against civilian, you will end by setting Protestant against Catholic, Catholic against Jew, white against Negro—and you will wind up having the very thing we are fighting the war to destroy."

Cemetery Harmony

As the first step in its program for industrial peace, the National Association of Manufacturers convention proposed that we pass laws banning strikes, ditching the closed shop and trimming unions of other rights.

They were probably referring to the peace of the grave.

Padway exposes attack

(Continued from last month)

Idaho

Idaho passed a law identical in language with that of the South Dakota law. Therefore a suit similar to the one commenced in South Dakota was commenced in Idaho. Before the suit was commenced the Attorney General of Idaho examined the law and announced that it was his opinion that the law was unconstitutional, but some local district attorneys, evidently influenced by reactionary employers, declared that they would make arrests for violation of the law, consequently we had to institute the suit.

The Attorney General, true to his beliefs, stated that he could see no object in contesting the suit and he abstained from contesting it. Thereupon a local district attorney stepped in and undertook to contest the suit. He filed what is termed in law a demurrer, which in effect is equivalent to a motion to dismiss. He claimed that there was no basis for the suit started by the American Federation of Labor; that it ought to be dismissed because the law was valid.

On the 20th of July of this year the District Judge before whom the case was pending denied the motions of the District Attorney and in doing so held that the American Federation of Labor and the State Federation of Labor had a valid cause of action and that the case should be heard upon its merits. The court also announced that Section 4, which prohibited boycotting, is unconstitutional. The court was a little caustic with the Attorney General for not coming in and opposing the American Federation of Labor. The court went so far as to say that the Attorney General was receiving his pay from the state and that he was supposed to uphold the constitutionality of the laws of the state.

I don't agree with the Judge's view on what is the duty of an attorney general or of a district attorney. I was always told that if an attorney general or a district attorney believed a law was unconstitutional or believed a person who was being prosecuted was not guilty, that it was his duty to stand upon that position. Since the Attorney General here believed the law to be invalid I cannot see how he could go into court and argue that it be upheld. However, when the case comes up for trial we are confident that we will get an injunction against enforcement of the law on the basis that it is invalid.

Alabama

Several suits were commenced by different unions in Alabama. One, however, is on its way to the Supreme Court of the United States and therefore it is the most significant. On instructions from President Green I am associated with counsel for the Alabama State Federation in presenting this case to the United States Supreme Court. A petition for certiorari and briefs have already been filed in that court.

After the trial judge had rendered a decision on the Alabama law it was appealed to the State Supreme Court, and on May 25th of this year the court handed down its decision. It held that the "hot cargo" section of the law, which makes it illegal to refuse to handle, install, or refuse to work on materials because the same were not produced or processed or delivered by members of a union was unconstitutional. That is an important holding since it is a decision of a state supreme court. Several states, particularly California, have enacted so-called "hot cargo" laws, but no state supreme court—nor

has the United States Supreme Court—passed on their validity. Here, then, for the first time, we have a supreme court decision on this character of legislation, and it will be of particular interest to the delegates of California to learn that the Alabama Court struck down the "hot cargo" provision as unconstitutional.

The Alabama law also contains the so-called majority vote provision, that is, the requirement that a majority of the workers must authorize a strike by vote before they can picket or boycott in furtherance of it. Here again it is interesting to note that the court held that section of the law to be unconstitutional.

And then there was another significant holding by the Alabama Court pertaining to political contributions. The Alabama law has a provision in it similar to the Smith-Connally Act, making it unlawful for labor unions to make political contributions. The Alabama Court said that this, too, was illegal. Organized labor has taken the position with respect to these provisions, and particularly the provision in the Smith-Connally Act, that the same is purely class legislation and therefore unconstitutional. As the President in his veto of the Smith-Connally bill pointed out, these provisions prohibit labor unions from making political contributions but do not prohibit farm organizations, manufacturers' associations and chambers of commerce from making political contributions. In opinions rendered to President Green at his request respecting the validity of the provision in the Smith-Connally Act prohibiting political contributions I have stated that the law was invalid because it constitutes unlawful discrimination and class legislation. It is gratifying, therefore, to find that the Supreme Court of Alabama held this provision to be illegal.

But the Alabama Court upheld those sections of the law requiring the filing of financial statements, prohibiting permit fees, and the section which makes it unlawful for supervisory employees to become members of a labor union. Because of this we have appealed the case, and as I have stated, it is now pending in the Supreme Court of the United States.

Texas

The American Federation of Labor, in conjunction with the Texas State Federation of Labor instituted suits in the courts of Texas early in 1943. A lengthy trial ensued. Briefs were filed and arguments made to the court. The trial judge declared Section 4 of the law, which attempts to regulate election of officers by limiting their tenure of office, etc., to be illegal.

The court declared Section 7 which regulates the internal affairs of labor unions in great detail to be illegal. (This section 7 contains the amazing provision that unions cannot collect by way of initiation fees dues, fines or assessments any moneys "in excess of the reasonable requirements of the union.") You will recall my statement to you last year with respect to this provision—that no sane person who had the least knowledge of the law could declare that section to be valid.

The Texas Court likewise invalidated Section 10 (a) which prohibited unions from attempting to collect past dues or assessments on returned service men. The question here was not whether unions will or will not attempt to collect these assessments—I dare say many of them will not desire or attempt to do so—but it was a question whether by law unions should be prohibited from doing so. The court held that the legislature had no right to interfere with the unions' discretion in the matter.

But the Texas Court did uphold

some of the provisions of the law, as for instance the requirement that aliens or persons convicted of a felony cannot serve as officers of a union. Significantly the Texas Court differed from the Alabama Court on the subject of political contributions. For it upheld the validity of the provision prohibiting political contributions by unions. It held the provision prohibiting the charging of permit fees unless the member is admitted to full membership in the union to be valid. It upheld as valid the provision which gives the court the right to review any decision of a union expelling a member. It also upheld the provision requiring the filing of detailed financial returns.

Thomas Case

There is a provision in the Texas law requiring a union official to register before soliciting membership. A test as to the validity of this provision was made in what is now known as the Thomas case. The American Federation of Labor has had nothing to do with that case. In fact we regret that it happened, for it is not the best way in which to test the validity of this section, and this is said regardless of whether the outcome will be favorable or unfavorable to Thomas.

It seems that R. J. Thomas, president of the United Automobile Workers (CIO), decided to go to Texas to make a speech. Previous to his going, he announced that he was going there, among other things, to violate the Texas law so as to test its constitutionality. On learning of this the Attorney General of Texas procured an injunction restraining Thomas from violating the Texas law. When Thomas got to Texas and proceeded to violate the law he was arrested for contempt of court. The Lower Court upheld the contempt citation and punished him by a small fine and a few days in jail. Thomas appealed his case to the Supreme Court, which upheld his conviction for contempt of court. The case is now on appeal to the Supreme Court of the United States.

We, of course, hope that the decision of the Texas Court will be reversed because it certainly constitutes a very dangerous and bad precedent. The chances of striking down the registration provision in the Texas law could have been presented much more adequately in a regular injunction suit to restrain the officers of the State of Texas from enforcing the law rather than by presenting the constitutional questions through a contempt proceeding.

Arkansas

In connection with the Arkansas law I have an unfortunate and tragic circumstance to report. The Arkansas law is peculiar in that it is an out and out criminal statute dealing with assault and battery rather than with general prohibitions on trade union activities. The Arkansas law makes it unlawful to use force or violence, or threats thereof, to prevent or attempt to prevent any person from engaging in work. In other words it might be termed another assault and battery law except that it is confined to assaults in connection with labor disputes as distinguished from all other assaults. The law is one of the most drastic to be found anywhere in the country. A simple assault committed in connection with a strike is a felony, punishable by imprisonment from one to two years. There is no option for a fine, and imprisonment for a year at least is mandatory.

It happened that last year a dispute took place in a town in Arkansas in which the Painter's Union was interested. There two painters got into an argument with a non-union employer, as a result of which a little fracas took place and a punch or two were exchanged. The painters were arrested, charged with violation of this new law, convicted, and sent to prison for one year. Now in any ordinary assault case such an incident would be disposed of by a fine of a dollar and costs, and in no event more than five dollars and costs.

A Dream: 'Back Home for Keeps'



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Michael's "Back Home for Keeps" series of Community paintings, copies of which are distributed free, are vying with Varga girls, Petty girls and movie actresses, as pin-up choices of servicemen. From all of the world's battlefronts thousands of requests for colored reproductions have been received. But even more responsive have been the girls they left behind, whose demands have necessitated several extra printings. Typical of the paintings is the one reproduced here, showing a soldier "back home for keeps" with his bride. There are similar paintings for other branches of the service. Their appeal is in the vivid portrayal of the poignant dream of every serviceman, his wife or sweetheart, mother and sister.