



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, NO. 8

SAN FRANCISCO, CALIF.



OCTOBER 20, 1944

'In the name of humanity'



Left to right—Abraham Bluestein, national executive director of Labor League for Human Rights of A. F. of L.; C. J. Haggerty, secretary of the California State Federation of Labor; and Harold P. Nachtrieb, chairman of the Finance and Industry Division of the San Francisco War Chest, plan labor-management cooperation for the annual War Chest drive which began October 2. "Give Where You Work" is the slogan of A. F. of L. unions which do not already have a War Chest assessment plan.

Entertainers hit prejudice

In these days when trade unionists all over the country realize that the preservation of organized labor depends on the survival of democracy, it is heartening to find labor groups taking firm stands against the prejudices and bigotries that weaken national unity.

We believe a special commendation should be made to the American Guild of Variety Artists, Local 6, A. F. of L., of Philadelphia, which recently adopted a ten-point declaration of democratic principles for all creative artists and performers.

This union declared that with men of all races, colors, and creeds giving their lives on the battlefield, the entertainment industry must resolve never to alienate from the cause of democracy the people of any race or religion by word or image.

The program calls for a wide understanding of the contribution of all peoples to the upbuilding of America and a pledge to depict people of all races and groups as individuals, rather than accentuate false characterizations of those in any one group.

It's a broad pledge to uphold the ideals of democracy, and to strike at anti-Semitism and other un-American prejudices which have for their purpose the dividing of the American people so as to weaken the unity of this nation.

Let us hope that other unions will follow the example of the Philadelphia entertainers.

PROPOSITION 12 MUST BE DEFEATED

Reinstatement fee raised

T. M. BYNON
Financial Secretary

Once more we call your attention to the fact that beginning on July 1, 1944, the fee to reinstate suspended members was raised to \$20,000, plus assessments and accrued dues.

While this penalty may seem severe, it affects only those members who have become suspended for non-payment of dues. This should be an incentive for those brothers who are delinquent to pay up before becoming suspended. It is our custom to notify delinquent members twice before suspension, although many of these notices are returned for lack of the proper address.

Please keep us informed of your correct address at all times, so that you do not become suspended without notice. If your dues are in arrears because of illness or other difficulties beyond your control, let us know; you may be eligible for sick benefits.

We still have members going into the service, and neglecting to obtain service withdrawal cards. This system is for your benefit, and it is worthwhile to take advantage of it.

Remember, dues are payable for the current month on the first of each month. Pay them promptly! If you make your payments by mail DO NOT SEND IN CASH; send a check or money order. This is for your protection!

A time bomb under Hitler

By PHILIP PEARL

America's fighting forces are now discovering that they have important allies within the territory of the occupied countries of Europe and even inside Nazi Germany itself.

This was officially disclosed by General Dwight D. Eisenhower in issuing instructions to workers inside Germany to take "immediate action according to the prearranged plan."

The General was addressing "organized cells," or what labor calls the underground movement. The nucleus of that movement in Germany—as well as in Italy, France, Belgium and Holland—was the surviving remnants of organized labor which had escaped Hitler's clutches and gone into temporary hiding.

Through the long years of oppression, suffering and slavery, these underground movements have been kept alive and functioning with help from the trade unions of this country. Funds and printing presses and radio equipment were secretly smuggled into occupied Europe by American labor in order to pave the way for internal revolution against Hitler at the appropriate time.

ANTONINI'S ROLE

The full story of the anti-Hitler underground in Europe and its relations with American labor cannot yet be told. But it can be remarked in passing that among those who publicly condemned these activities of American labor, which are now proving so beneficial to the cause of victory, was Westbrook Pegler.

One of the American Labor leaders who was extremely active in maintaining contact and supplying help to the underground in Europe is Luigi Antonini, Vice President of the International Ladies Garment Workers Union and chairman of the Italian-American Labor Council.

Mr. Antonini is now in Italy as a representative of the American Federation of Labor to investigate the extent to which American labor can now give further help to the workers of Italy in organizing a free trade union which will serve as a buttress for democracy in that country during the post-war period.

For many years, while things looked darkest, Mr. Antonini directed efforts to smuggle aid to the anti-Fascist forces in Italy. You will remember, perhaps, that when the time came these underground forces struck against Mussolini's regime, deposed the Italian dictator and made peace with the United Nations forces, thus making the task of invading Italy that much easier.

It can truthfully be said that the successful uprising of the Italian underground saved many American lives. American labor deserves a share of credit for that result.

THE TIME-BOMB

The amazingly rapid liberation of France by the Allied armies also was materially helped by the French underground. Frank Fenton, AFL Director of Organization, recently returned from a visit to the battlefields of France. He reported that the survivors of the French labor movement had formed the spearhead of the French underground which went into action and demoralized the Nazis from the rear while they tried to defend themselves against our invasion forces.

The same story held true in Belgium and Holland. And, if we are any judge it will also turn out that way when the final plunge into Germany is launched.

The key to the situation in Germany is the fact that millions of imported foreign workers are now employed there—slave workers who hate Hitler more than they love life. Nazi fears of these hostile workers have come out into the open recently. The German people have been warned to beware of a stab in the back from them. Nazi leaders admit many of these slave workers have deserted the factories and are now hiding in the woods. General Eisenhower discloses now that these underground forces have been supplied with arms and ammunition.

This potential time-bomb inside Germany is now ticking away and at the right moment—the moment when the Allied armies crash through Hitler's fortifications from the front—it will explode in Hitler's rear.

Never reports from the Redwood Empire

By OTTO E. NEVER
Business Representative

Eureka—The Redwood Empire is still holding its own as far as employment is concerned. John Burman and Son are making good progress on their Hiouchi Cutoff job on Smith River. They should be through there in another 30 days.

Marshall Hanrahan have finished their work in this territory and have moved out all of their equipment. Baker Bros. were successful bidders on 4 miles of logging road, or access road, from the Elk Preserve to Ah Pah Creek. So far, they are only using two operators: Brothers Ray Anderson and Scotty Jenkins.

Kiss Crane Co. is putting in two culverts and a bridge near Redwood Creek on Highway 299. Most of this work is being done by laborers and one or two boomer carpenters. Mercer Fraser have bid in sufficient hot stuff to use two hot plants; one on the job near Blue

Lake and the other on their job on the North Scotia Bridge near Fortuna. Mercer Fraser have also completed their concrete job at the Arcata Airport, having laid nearly 15 tons of concrete for runways.

Chicago Bridge and Iron has made some reduction in force and more is expected. Brother Wayne Livick has terminated as leverman on the dredge, Oscar McGee, and gone with the USED at Honolulu. Brother Bill Goetz has been promoted from foreman in charge of Maintenance to assistant superintendent.

Brother Francis O'Donnell is now a patient in the Humboldt Sanatorium and would like to hear from some of the brothers he formerly worked with at Richmond Yard 3. Brother O'Donnell will probably be in the hospital for respiratory trouble for about a year.

Eureka Shipbuilding at Fields Landing is starting on repair work

of fishing boats and they should re-employ several more engineers. Scheumann and Johnson were successful bidders on two wingwall jobs at Dyerville. Brother George Hardwick is running the piledriver and Brothers Simmonds, Shepard, Griesback, and Quinlan are running the shovel and draglines respectively. This job should take at least another 30 days.

Fred Maurer and Sons are finishing up the bridge at Leggett Valley, and Clements and Co. are well along on their hot stuff job north of Laytonville.

We have made some progress in placing our brothers in mines, and are receiving \$1.25 for muckers to \$1.50 for miners and cat skimmers, and \$1.75 for pushers, working 8 to 10 hours. Our great trouble in the mining is lack of accommodations for married brothers. However, we expect this condition to be improved as we proceed to sign up the miners on contract.

Minutes of Oct. 7 meeting

Meeting was called to order at Building Trades Temple at 8:00 p.m., President Clancy presiding. Roll call showed Conductor and Guard O'Brien absent. There were 92 members present. At this time, Brother F. W. Griffith, Financial Secretary of Local No. 701 and Brother Arthur Clark, President of Local No. 302, were introduced by President Clancy.

NOTES
The minutes of the Regular Meeting of September 2 were by motion approved as printed in the Engineers' News.

A synopsis of the Executive Board minutes of September 24 was read and the acts and recommendations of the Board were by motion approved as read.

A synopsis of the Special Meeting held in Eureka on September 15 was read and by motion approved as read.

A synopsis of the Executive Board minutes of October 7 was read and the acts and recommendations of the Board were by motion approved as read.

COMMUNICATIONS
From the California Labor School, Inc. announcing a series of meetings on post-war housing. Received and filed.

From Macco, Morrison & Knudsen Company requesting that they be permitted to pay only for actual work during the rainy season. It was regularly moved and seconded that this request be denied. Carried unanimously.

From the Ladies Union Auxiliary No. 61 of San Rafael, California, letter of thanks for assistance. Received and filed.

Letter of thanks from Mrs. English and children. Received and filed.

Cards of thanks from the family of Axel Sarola, Joe Walther and

daughter, and Mrs. English and children.

REPORT OF THE SICK COMMITTEE

Members reported as being deceased during the past month were Brothers J. M. English, Oris E. Earhart, John Anderson, Walter S. Cole.

BUSINESS AGENTS REPORTS

The following business representatives gave their reports which were accepted as rendered: Brothers Foss, Hester, Clem, Waack, Spence, Murphy, Metz, Doran, Vandewark, Clancy and Swanson.

President Clark of Local No. 302, Seattle, made a short address to the membership. Financial Secretary F. W. Griffith of Local No. 701 gave a short talk to the membership. Both talks were well received by the membership.

There being no further business to come before the meeting, the meeting adjourned.

Respectfully submitted,
C. F. MATHEWS,
Recording Secretary.
★ ★ ★

Sutherland's son home on furlough

Brother Cliff D. Sutherland writes that his son, one of Local No. 3's members, Staff Sgt. Donald E. Sutherland, just returned to the United States after ten months service in Italy as Turret Specialist with the 15th Air Force and is now on a 23-day furlough. He is being transferred to Twentieth Air Force for duty on B-29 Super Fortress.

★ ★ ★
Last year's profits of a pop dispenser in a Government building in Washington topped the pay of a Congressman by \$4000. There's more in soft drinks than in soft soap.—CINCINNATI POST.

Speers takes up new duties in S.F. office

By WILLIAM A. SPEERS
Business Representative

Having been transferred from San Jose to San Francisco, my new duties will include serving our members employed in dredge operations. Being an ex-marine engineer I expect to renew many of the terms used aboard ship and no doubt will meet many who also have sailed the briny deep.

As soon as we have become more familiar with the organization and procedure governing dredge operations, it is planned to follow through by regular calls on our dredge fleet.

We realize that there is a shortage of help in certain classifications of employment at this time. Every effort is being made to fill these jobs, and it is suggested that if there are any of our members who may be interested in this type of work may contact the office for further information.

For the information of our members employed by the State Harbor Commission, Brother Vandewark attended a meeting of the State Personnel Board at Sacramento on Saturday, September 3. The business before the Board was not completed and another meeting is to be held at Sacramento the latter part of this month at which time Brothers Vandewark and Speers will attend.

★ ★ ★

Break ground for great new No. Cal. mill

By E. A. HESTER
Business Representative

Redding—Brother Revoe Parker was one of the first engineers to break ground on what promises to be one of the largest saw mills, box factories and planing mills in northern California. Work has started on the \$250,000 road job. The tract comprises some 50,000 acres of virgin timber and lies in the mountains 25 miles west of Corning.

There are other large jobs being planned to take the place of those closing, such as a big hydro-electric project in Trinity County. This job consists of four powerhouses, four dams and 30 miles of tunnel. The project has been surveyed and now they are diamond drilling for the dam sites. There are also plans being made for 190 miles of highway around the Shasta Reservoir. There is to be a highway between Redding and Eureka and other jobs such as bridges, etc.

The iron mine at Baird grows larger every day. Another company has been formed to open up another iron mine in this district. The personnel of directing officers is not at this time available, but the project is practically ready to start now.

Six months ago we had about 21 cableway operators working on Shasta Dam. It has now dwindled down to six operators. The same thing remains to be seen in other classifications, so you can see that the big project is nearing completion.

The Phoenix Construction Company is well under way on 16 miles of logging road out of Doris, Calif. Baker Brothers will finish their logging road in Little Valley in a month or two. The gold miners are preparing to start up in northern California. This is a big industry when going full force. Prospects for the Engineers in the near future look good.

★ ★ ★

Be sure to Vote Nov. 7!

Gold dredges stirring after long shutdown

By WILLIAM C. WAACK
Business Representative

Fresno—Having slumbered through the hectic war period like a hibernating bear, the gold dredges, especially the bucket line rigs are beginning to yawn, stretch and take a look around.

In checking one of the jobs our dirt moving contractors had, I happened into a corner of Tuolumne County at LaGrange and find Tuolumne already operating two shifts. Talked with the superintendent and he states that many of our Engineers have signified their intention of going back to this industry.

Mr. Derby, of the San Joaquin Company, is going to start one of his rigs within 30 days. Gold Hill has a rig in operation out of Stockton. Natomas has two working, one shift each, so the move is started. When I was told that the scale on winchmen is still 95c, I wondered what the oilers and bankmen were getting, maybe the same as before Pearl Harbor?

One fact that we can't dodge is that it costs as much for meat, potatoes and overalls in LaGrange, Merced or Snelling, as it does in Stockton or Oakland. The Bureau of Labor Statistics, in their survey admitted up to a 46 per cent increase in the cost of living.

It is not the intention of our Union to walk into the gold dredging game with a cold deck. One man assigned to your industry cannot organize it. Each of you must assist and participate in this responsibility, if and when you go back, in one month or one year from now.

We will have and must expect the usual group of back-sliders and ham hangers. They will have to be dealt with, but regardless of this minority group, our jobs must be controlled by a majority of union men with union minds when we get back on the rigs. If you see to this now, later we can have conditions and possibly agreements.

Regardless of where you are working, as an engineer, carpenter, rigger or electrician, boiler-maker or machinist in the war effort, talk this one point up—That

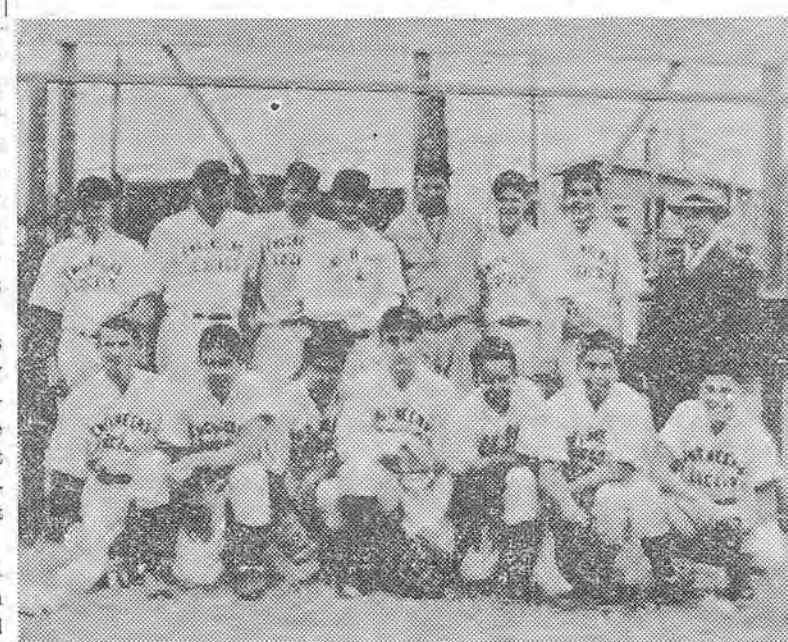
when we go back to work dredging gold we must go back as union men and as such to see that our rigs are union or become union.

Many of the dredge men have gained in skill. Many have become master craftsmen. They must place a value on that skill and have the guts or nerve to bargain, but don't try it as an individual. Collective bargaining alone can produce for you, and only then if you are completely and thoroughly organized.

The gold dredging industry is a most glaring example of an industry in need of organization. Based upon our past experiences with the employers of this industry we know that conditions will not be improved or wages increased purely as a good will gesture on the part of the dredge operators. Their policy has been to buy dredge labor the same as they would a piece of cable or a can of grease, as cheaply as possible. The only difference was this, however, before the war when cable or parts were available, they paid a standard fixed price set by the manufacturers of these products. In buying the services of the dredge worker, they set the price themselves. The manufacturers' price covered the cost of materials, labor, overhead and a handsome profit to boot. The price doled out to the dredge worker was hardly sufficient to cover the necessities of life, let alone keep him in good health or enable him to save a dollar or two.

These conditions can be overcome only by the complete and solid organization of all the companies of the industry. If you go back to the gold dredges, fellows, drop us a line, let us know the name of the firm you are working for, the location of the rig and your home address. From then on we'll follow through. If it is humanly possible let us get these gold dredges under agreement. You men know it can be done, and remember this, that all that we'll get in the form of improvement in wages or conditions will come through organized negotiation, through your trade union only.

Ball team gets under way



The baseball team sponsored by members of Local 3 has started its Winter League games. Brother Earl Hart, Manager of the team, reports the boys are well organized and are doing very well, but so far attendance at the games has been very poor. The following schedule has been set up and if there are any changes the Stewards will be notified. Let's all make an honest effort to help the boys out by attending the games and rooting for our team.

SUNDAY, OCTOBER 15
Local 3 vs. Sheet Metal Workers, Bushrod No. 2, 10:00 a.m.

SUNDAY, OCTOBER 22
Local 3 vs. Samuel Gompers, Bay View No. 1, 12:00 noon.
SUNDAY, OCTOBER 29
Local No. 3 vs. 12th Street Club, Bushrod No. 2, 10:00 a.m.
SUNDAY, NOVEMBER 5
Local 3 vs. Food Clerks' Union, Bay View No. 1, 12:00 noon.
SUNDAY, NOVEMBER 12
Local 3 vs. Milk Wagon Drivers, Bushrod No. 1, 10:00 a.m.
LOCATIONS OF PARKS:
Bushrod—59th & Shattuck, Oakland.
Bay View—18th and Wood, Oakland, Foot of 18th Street.

"THIS IS AMERICA"

Protect the Right to Work

Vote NO on Proposition No. 12



Vote NO on No. 12

To Prevent Industrial Strife

Vote NO on No. 12

To Prevent Class Legislation

Vote NO on No. 12

To Prevent Abrogation of Constitutional Rights of Employers and Employees

Vote NO on No. 12

To Insure Peace, Justice and Liberty



CALIFORNIA WOMEN DEMOCRATS COMMITTEE
FOR DEFEAT OF PROPOSITION No. 12

MATRICA C. MOORE, President ETHEL TOMASELLO, Secretary
1161 Market Street, San Francisco

Esther Macdonald, San Francisco; Antoinette E. Dunn, Oakland; Inja Bjornson, Piedmont; Eloise Simpson, San Rafael; Mary Thornon, Sacramento; Mae Mann, Watsonville; Norma E. Lee, Richmond; Grace Garnett, Napa; Frances Haskin, Vallejo; Freda Roberts, Martinez; Lucille Thornrose, Santa Rosa; Katharine Suthard, San Anselmo; Alice Dean, Santa Cruz; Alberta Baumburger, Palo Alto; Annette Conley, Oakland; Anita Manson, San Jose; May Zwanck, Ukiah City; Della Eldridge, Redding; Rosetta E. Townsend, Eureka; Fable O'Hern, Los Angeles; Gertrude M. O'Brien, Hollywood; Margaret E. Taylor, Long Beach; Esther Murray, Santa Monica; Louise T. Beckwith, Pasadena; Jewel M. Craig, Glendale; Mabel B. Hall, San Pedro; Bertha Mannschreck, Altadena; Wynona Norton, San Bernardino; Virginia Weerts, San Diego; Bee Tumber, Santa Barbara; Barbara Johnson, Bakersfield; Lottie Pate, Merced; Elsie Bassi, Modesto; Muriel Lewis, Ventura; Maryann Dean, Monterey; Josephine Crilly, Fresno; Angelina Garciaclay, Stockton; Elvora Denton, San Mateo.



Vote NO on Proposition No. 12
on the November State Ballot

Marysville, Sacramento job reports and news

By F. A. LAWRENCE and HARRY METZ
Business Representative

Sacramento—Morrison and Knudsen moved into Suisun & Fairfield Air Port. Brother W. J. Darkenwald, Superintendent and Ira Bashaw, Master Mechanic. Working 18 cats when we can supply them and 6 shovel crews. Brother John Counter holding down one shift. Several blades expect to finish around Oct. 20 and return to Rio Vista on some more levee work.

A. Teichert and Company at Mather and McClellan Fields continue to use about 150 members. Cats down to one shift—ten hours; plants and various other equipment on two shifts, ten hours.

Jack Tisdale continues to level land.

Lord and Bishop continues to load and unload cobble stone at Folsom and Colusa. Intend to move to Knights Landing April 25.

Leo Lentz continues to keep his equipment going with Brother "Hard Rock" B. A. Johnson, and H. S. Dilley, "Papa" Clark. Brother Warren L. Holleran as Superintendent.

J. R. Reeves Company continues to keep a good many members busy at Hagen Gravel. Two plants, Lincoln and Nicholas Pits.

McGillivray Construction Company, with Brother Jack Hughes and Stan Muir in charge, are busy at both plants at shop and government work.

Have not heard lately from Brother Bob Hunt and his cats, so he must still be busy.

Lord and Bishop and A. Teichert and Company were the successful low bidders on the bridge job at Rio Vista. Will be going by the time this news is out.

Underground Construction Company is still working at Suisun Fairfield Air Port.

The sewer job at Vacaville recently let, will be started soon.

Another extension of \$769,000 was let to Peter McKiewit and Sons of San Francisco, at Suisun and Fairfield Air Port, which will furnish a lot more work for plants and quarries. A large concrete parking and turning base.

Sheldon Oil Company continue to use several members around Suisun and Rio Vista.

McDonald & Kahn are still at Dixon on the U. S. Broadcasting Station. Brother Ketherside is on the Rig.

H. Earl Parker Company is going good on the two levee jobs, two ten-hour shifts. Brother Charles Roe and Charles Loyde shifting and doing a good job. Brother Luther T. Slack as Master Mechanic, with 16 mechanics and four welders. Around 110 members now working with Parker Company.

Casson & Ball are still trying to finish their job at Suisun and Fairfield Air Port—expect to get through around Oct. 25 with the most part of their job. Brother William Sorenson as Master Mechanic and Clyde Huntington shifting, doing a good job. This job has been an awful headache to the men because of the weather, living conditions, and shortage of operators. We thank Brother Boatwright for his cooperation as Steward and has been adjusted by our manager, V. S. Swanson, and will not happen again.

Bos Construction Company is still at Knights Landing. They are erecting a small warehouse for the rice mill.

W. R. Railing is going right along on his State Highway job from Knights Landing to Colusa.

Bressi & Bevanda at Colusa are getting started on their levee job, with several of our former brothers coming home from Local 12. Will be about 60 members on this job when the two ten-hour shifts

get going. Rosco Downs, Superintendent; Brother W. J. Dill, assistant superintendent; Brother Harry Wright, shifting; Brother Ralph Nelson, Master Mechanic; Brother George Aistrofe, Head Greaser, and Brother Harold Terry as Steward.

Hemstreet & Ball Company finishing several small jobs around Marysville. The plant closed down and will be moved.

Piazza & Huntley are still trying to finish their job at Chico and Biggs.

I want to announce that due to the amount of work in this territory our manager, V. S. Swanson, sent Brother M. G. Murphy, representative here for a short time since our last report. He did a very good job, and has now returned to his own territory. Brother Harry Metz has recently come in. We both request that any member in this territory who has any trouble, contact the Sacramento or Marysville office, and it will be taken care of as soon as possible.

I want to call the attention of all members in this territory to the fact that you may obtain special mileage and supplemental gas to go to any construction job by applying at the Sacramento or Marysville office. The secretary will fill out your application for you and see that you are taken care of.

Orris E. Earhart died Sept. 25, 1944, and was buried at Masonic Cemetery.

Brother Marco Landini, now under doctor's care after losing several fingers while at work, will be unable to work for some time.

Brother Mox Stark is out of the hospital again after losing one finger. He is expected to be able to work again soon.

If any brothers know of any oils that are out of work, send them to us.

For the benefit of the membership in this district, the Sacramento and Marysville office will be open every Tuesday and Friday evening from 7 p.m. to 9 p.m. You can obtain your gas information, pay dues, etc., at the offices.

Workers Ought To Have Period Out for Voting, Kaiser Asserts

New York City One bigtime industrialist who favors giving workers time off to register and vote is Shipbuilder Henry J. Kaiser, who makes no secret of his own intentions of voting for President Roosevelt come November 7.

Kaiser, who is chairman of the Nonpartisan Association for Franchise Education Inc., wrote procurement officers in 10 federal agencies that "the vast number of our citizens now working in plants operating under government contracts makes it more than ever necessary that specific provision be made for them to exercise the right of franchise."

His organization is interested only in getting a huge turnout of voters November 7, regardless of political affiliation or preference, Kaiser said.

Pointing out that millions of Americans engaged in war production may be deprived of the voting privilege, Kaiser suggested that labor-management committees be charged with working out definite plans for giving workers time off to get to and from registration and polling places.

Vote NO on Proposition 12!

AFL members near seven million mark

WASHINGTON, D.C.—Membership of the American Federation of Labor now stands at the highest point in its sixty-four-year history, AFL Secretary-Treasurer George Meany has announced.

The total dues-paid membership of the Federation as of August 31, the close of the AFL's fiscal year, was 6,806,913. This represents a net gain of 242,772 over the August figure of 1943, when the total was 6,564,141.

Mr. Meany emphasized that the membership figure does not include more than 1,500,000 AFL members now serving in the armed forces.

"The rate of increase in membership has declined from the 1941-1943 period during which remarkable organization gains were scored as the scope of war industry was expanded," Mr. Meany declared. "Nevertheless the growth of the Federation has been steady and gratifying. We hope and expect that our total membership will top the seven million mark by the time our annual convention opens in New Orleans on November 20."

Detailed membership figures, giving the dues-paid totals of each affiliated national and international union, will be included in Mr. Meany's financial report to the convention, which is an official and audited document available to public inspection.

SWANSON TO WASHINGTON

Owing to the urgency of attending several matters in behalf of Local No. 3, Brother Swanson left San Francisco, Sunday, October 8, by plane to appear before the War Labor Board and the Wage Adjustment Board in Washington, D. C. Barring unforeseen delays, he expects to return by the end of the week.

Vote NO on Proposition 12!

Foss gives the news from Marvelous Marin

By H. O. FOSS
Business Representative

San Rafael—At Tiburon Net Depot the Macco crew has moved up to Vallejo to work on the Kimball waterfront job and is hoping to move back to Tiburon in the near future on seawall work. Brother Young is a pusher and Brother Ralph Jones swings a mean set of false leads.

Old timers attention! Ask Brother Yoder how he likes cherry pickers. He finally fell for one and he says, "Not bad." He's old enough to know. Brother Oscar Lewis from Hutchison Quarries took off for Salt Lake around Oct. 1. Says he used to be a member of "Brigham's Tribe" and he has gone back for a few days to look 'em over. This place is busy and it seems I never can get enough Local 3 men to fill it out.

The "State" with Brother Tobey on shovel and several brothers on Cats is fixing up Portell Swallow Hill here in San Rafael, so it won't close up on us this winter. Fredrickson & Watson with a big crew are working on extensions at Hamilton Field. Harney is still working on its part of the job. Brother Goddard, on the Lima, lost part of the jewels and won't talk to anybody.

Piambo Brothers should be down here—have a couple of shovels also at Mare Island. Contractors, subs, etc., move in and out of this place too fast for one human being to keep track of. Lowell Nelson, the smiling secretary of Vallejo Building Trades, looks after the interests of Local 3, clearances, etc., at 316 Virginia Street. Bouquets to Nelson, one of the most efficient building trades secretaries I have ever met. Ask him, he knows the answers.

I do notice quite a few Local 3 brothers hanging around the window, but I'm told they like to look at Nelson's secretary. Proctor has a job on Napa River bridge but pumps in and out—must be working "tides." George Carr is pro-

moting piledriving jobs in Napa district. Parish Brothers are installing a new Barber Green Ho Plant at Benicia. This is a sweet looking job. Hot plant brothers, in the vicinity, should look it over. Red Rock Quarries are opening a project east of Vallejo to fill riprap contracts and fill of recent contract. Tony Syar just bought a new A.C. Cat Loader. It looks like the berries. Tony will probably want to run this himself. Lowell is busy as usual, about enough work to put on a good mechanic in the near future. Basalt is starting underpass to truck deliver to Napa River—abandoning the old train way. They tell me the "Ukes" should make 90 miles per hour on this private road. Their shipyard and all quarries very busy. Casson & Ball should be finished on the Napa Vallejo highway job and moving on this month. Brother Red Bennett says it has been a drawn out job. Teichert buttoned up on Mendocino job on Oct. 4—all equipment going Sacramento way. Union Paving should finish ahead of the rains at Santa Rosa. Raish the same. Looks quiet for late fall months but all members working at present.

METZ IN SACRAMENTO

Brother Metz has been assigned to new duties as Special Field Business Representative, assisting in such territories as may require his services. At the present time he is at Sacramento where there is considerable activity.

Kaiser Builds Another Drydock at Portland

Portland, Oregon The Henry J. Kaiser shipyard here will build another 14,000-ton drydock after the one now under construction is completed.

Be sure to Vote Nov. 7!

FOR RENT!

R. D. 8 Caterpillar
Bulldozers -- Push Cats
Scraper Cats
R. D. 7 Bulldozers
Loaders Boom Cats
Scrapers -- Sheep's Foot Tampers
Rippers
Air Compressors - Motor Patrols
Trucks - Pickups

Kritzer Equipment Co.

304 MARKET STREET OAKLAND, CALIF.
 Templebar 3161

News from the San Francisco office

By P. E. Vandewark and Patrick Clancy Business Representatives

Word from the jobs

Work conditions in this area have remained good over the past month, and with the addition of a few new contracts the situation should not change very much.

Charles Harney has two jobs in operation; Hunter's Point and the Housing Project off Carroll Avenue.

Eaton and Smith has a job at Hunter's Point with several cats and a couple of rigs busy.

J. H. Pomeroy job on the Naval Fleet Hospital at the Crocker-Amazon Playground is rapidly nearing completion.

Pacific Bridge Company has started on their Bethlehem Pier job with Healy and Tibbetts sub-

bing the pile driving. Several members are busy on the job.

Pacific Bridge Company were also low bidders on the new pier job at Hunter's Point. It is a large project and should furnish quite a number of jobs for our members when it starts, in something over two months.

Gerwick Morrison Twaits are about half done on their excavation job at Hunter's Point. Several operators and repairmen are employed on two shift basis.

Macnson has a large job at Hunter's Point installing sewer lines and services. Several rigs working on the job with Brother Jarvis as Superintendent on the

job.

Barrett and Hilp still are busy at Hunter's Point building and doing a small amount of construction work.

Ben C. Gerwick job at the submarine docks is still in progress although in the final stages.

On Treasure Island Mercer Fraser, Healy Tibbetts and J. D. Proctor are still busy with their pile driving jobs. Several members are employed.

Macco Morrison Knudsen's construction job at Mills Field is about one-third completed. There is at this time seven northwests working and one extra on the job.

Quite a number of Local No. 3

boys are employed by Jones Stevedoring Company at the Port of Redwood, loading boats for the Navy.

The Belair Shipyard is finishing their contract, we understand, by the fifteenth of this month.

Lots of activity is now under way on the Ford J. Twaits job at San Bruno. Ruddy and Sons have the streets and paving there and are starting to work on this contract now.

The R. G. Clifford job is winding up. One of our brothers, Chester Doty, the master repairman, was seriously burned there last week. We understand he is better now,

and will be back to work in the near future.

R. G. Connelly's tunnel is going along faster than was expected and we understand the Northwest Clam is just about through. The D S's and the scrapers will be through in possibly ten more days.

Western Pipe and Steel is proceeding just about as usual.

All other work in San Mateo County is proceeding as usual. There is more activity now in this county than we have seen in the past ten years. Hope it continues as it now is for the next ten years! There should be lots of good work in this county!

Here and there with the brothers

Brother Fred Tucci and oiler, working for Ford J. Twaits, have moved their machine from East Bay to the Tanforan job.

Brother Jepperson is Master Repairman for the Ford J. Twaits job. We now have four Heavy Duty repairmen there taking care of Kohler plants and various other heavy duty equipment.

Brother Dick Foudry is walking around Belair Shipyard, but he has lost a number of the brothers and he looks a little lonesome. Dick, I presume, will be leaving pretty soon himself, and going back on construction, as I don't really think he liked the shipyard operation in the first place!

Charles Bartholomew, Master Heavy Duty Repairman and Steward on the Jones Stevedoring-Navy job at Redwood City has been pretty busy the last month getting in those new rigs. Charlie says they ought to work pretty good after they get them rebuilt!

Brother Mark Smith, Master Repairman on the Macco Morrison Knudsen job has a number of men working under him. Dale Ensminger is the night foreman, with Bill Dial shovel repairman foreman on nights. They sure are keeping things clicking there now!

"Ernie" is Master Repairman for Camillo Brothers. He now has six repairmen working with him.

Lundberg is swinging the club over the job of Guy Atkinson on the Macco Morrison Knudsen job.

A number of the brothers are returning from the service. We are sure glad to see them here and are glad to have them back from the armed forces.

Brother Hall's Repair Shop at Burlingame has been getting quite a little work. Any of you brothers who need work done, don't forget to call on Brother Hall. First class Heavy Duty Repair jobs on cats, shovels, and other heavy equipment!

"Tiny"—at the Garbage Dump is taking a week's vacation! Good luck, Tiny! Hope the fishing is

good!

Brother Lambert, who has been plant engineer for the Pacific Coast Aggregates for the past year or more, has gone back to the Undertaking business! I wish you the best of success, but I am not suggesting that any of the brothers patronize you! Hope this boost helps you, Brother Lambert!

We still hear from our brothers in the service of Uncle Sam overseas, and their letters are always welcome and we do our best to answer everyone. A letter from Brother Les Litzinger on a construction job in Curacao says work conditions are good, but sanitary conditions rotten!

Several of our members are now engaged in private business. Spider Miller, service station at Alemany and Ocean Avenues. Swede Jensen, bar at Kearney and California Streets; and others about whom we will tell you later.

Brother Harold Cooper of the Army Air Forces was a visitor at our office. Harold is now with the crash boat division and expects to see action.

Brother Walter Riley, who has seen twenty-seven months' overseas duty, paid a visit to the San Francisco office today. He was just stopping over on the way to Texas. Brother Riley says any place in the old U.S.A. looks good now!

Daily construction report

September 5, 1944

MILL CITY, Nevada, contract awarded to W. E. Shumes, \$11,082 for const. sewer system improvements at Mill City.

PORT CHICAGO, Calif., contract awarded to MacDonald and aKhn, \$1,336,067 for const. classification yard, barricaded siding and services, Inland Storage Area, Port Chicago.

OREM, Utah, contract awarded to Wheeler & Tompest, \$163,017, for const. of water and sewer facilities in Orem, Utah.

VALLEJO, California, contract awarded to Red Rock Quarries, \$18,150 for riprapping at California Maritime Academy, Carquinez Straits.

MONTEREY, Calif., contract awarded to Granite Const., \$62,580 for const. addl. drainage at Monterey Airport, Monterey, Calif.

September 6, 1944

PITTSBURG, Calif., contract awarded to John Pestana, \$5,670 for inst. approx. 6,400 1 ft. 6" C.I. water line from City of Pittsburg to Pittsburg Heights Subdivision.

SAUSALITO, Calif., contract awarded to Vincent Maggiora, \$2,950 for const. of Johnson Street Sewer Extension in Sausalito.

STOCKTON, Calif., contract awarded to F. R. Zinck, \$23,444 for addl. pumping unit at South Disposal Plant involving const. of reinf. conc. bldg. requiring 150 cy conc & 8 1/2 T reinf. steel & two 4,500 GPM sewage pumps.

September 8, 1944

SAN FRANCISCO, Calif., contract awarded to Granite Const. Co., \$51,381 for const. 3.152 mi. Access Road to Dolomite Quarry near Natividad, Natividad Rd., and Old State Rd.

ALAMEDA, California, contract awarded to Duncanson Harrelson, \$298,750, by O in C of Const., for const. marginal wharf and elect. & Mach. services at United Engineering Co., Alameda.

SACRAMENTO, Calif., contract awarded to Schuemann & Johnson, Seattle, \$30,745, for bank protection on the Eel River at Founders

Grove, Dyerville in Humboldt Co., Calif.

September 11, 1944

PORT CHICAGO, Calif., contract awarded to Fred. Watson Const., \$743,544, for const. ammunition classification yard and lumber storage at Naval Magazine.

BENICIA, California, contract awarded to McGuire and Hester, \$19,944 for construction of water supply pipe lines to the Yuba Manf. Co.

ALAMEDA, California, contract awarded to N. M. Ball Sons, \$37,538 for rough grading of 30 acres at Naval Air Station.

SAN JOSE, California, contract awarded to A. J. Raisch, \$40,828 for grading and paving on Mt. View Stevens Creek Road, from Grant Road to San Jose, Stevens Creek Road, Santa Clara Co.

SAN JOSE, California, contract awarded to A. J. Raisch, \$79,564 for grading and paving on San Jose Stevens Creek Road in Santa Clara Co.

SACRAMENTO, Calif., contract awarded to Lowrie Paving Co., \$21,554, for 0.6 mi. repaired with asph. conc. surf., betw. S.F.-Oakland Bay Bridge and Toll Plaza (passenger lane), Alameda Co.

REDDING, California, contract awarded to Harms Bros., \$11,750 for furn. and stockpiling min. aggregate betw. Termo and Madeline in Lassen County.

SUISUN-FAIRFIELD, California, contract awarded to Morrison Knudsen, \$171,471 for excavation and sub-base material in connection with proposed parking apron at Suisun Fairfield Airfield.

SAN FRANCISCO, Calif. contract awarded to Carl Swenson, for extension of Pier No. 60 and facilities on Channel Street, bet. 3rd and 4th Sts.

SAN FRANCISCO, Calif., contract awarded to Tom Hull, \$9,950 for channel excavation, Noyo River, California.

SANTA ROSA, Calif., contract

awarded to S. J. Pearson, \$125,817 for const. 40 rm. nurses home, Sonoma County Hospital.

SANTA CRUZ, Calif., contract awarded to Monk, Reese and Painter, \$4,965 for const. storeroom and shop bldg., U.S.N. Convalescent Hospital, Santa Cruz.

TREASURE ISLAND, Calif., contract awarded to Dinwiddie Const., \$280,400 for elec. and mech. services and locker facilities for 4 maintenance piers.

TREASURE ISLAND, Calif., contract awarded to Walter S. Leland, \$85,283 for const. of boiler plant additions at Treasure Island.

September 12, 1944

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$268,486 for levee enlargement on the Bear River, Western Pacific Railroad intercepting Channel and North and South Dry Creek.

EUREKA, California, contract awarded to Mercer, Fraser Co., \$15,645 for asph. road mix surface in Road District No. 5, Humboldt County.

SACRAMENTO, Calif., contract awarded to Lee J. Immel, \$13,678 for 0.2 miles widen with conc. paving (truck lane) betw. S.F.-Oakland Bay Bridge and Toll Plaza in Alameda Co.

SACRAMENTO, Calif., contract awarded to Bressi Bevanda Const. Co., \$273,238, for levee enlargement from Moulton Weir to Princeton Butte City Road, East Levee of Sacramento.

ALTURAS, California, contract awarded to B. L. Slater, \$10,378 for const. of series lighting system at Alturas Muni. Airport.

September 13, 1944

HAYWARD, California, contract awarded to John Pestana, \$59,207 for construction of outfall sewer system in Eden Township, Ala. Co.

OAKLAND, California, contract awarded to Christensen and Lyons, \$103,565 for const. addl. mess and galley facils., at N.S.D. Oakland.

TREASURE ISLAND, Calif., con-

tract awarded to Martinelli Const. Co., \$48,266 for const. Waves Barracks, Treasure Island.

SAN MATEO, Calif., contract awarded to San Mateo Feed and Fuel Co., \$2,054 and \$2,845 for paving play yard area, including grading, repair driveways and resurf. walkways, etc., at Burlingame High School and San Mateo High School.

OAKLAND, California, contract awarded to Christensen and Lyons, \$119,700 for const. dispensary recreation bldg., additions, alterations and facilities, scrub bldg. and incinerator at A.A.S. Oakland, Calif.

September 14, 1944

ARCATA, SANTA ROSA, contract awarded to Central Calif. Const. Co., \$122,250 for const. addl. gasoline facils. at A.A.S. Arcata, Santa Rosa, Vernalis, Crows Landing, Watsonville, Hollister, Monterey

September 15, 1944

SACRAMENTO, Calif., contract awarded to Stewart and Nuss, Inc., for furn. 4 carloads approx. 200 T Mc-3 plantmix surf., 1/2" max., shipped in sideboard flats as and when requested to Los Banos, So. Dos Palos.

NAPA, Calif., contract awarded to J. H. Vienop, \$6,500 for const. an addition to Napa County Infirmary, Napa, Calif.

September 18, 1944

SAN FRANCISCO, Calif., contract awarded to L. Biasotti and Son, \$80,759, for 0.767 mi. Access Road to Alameda Naval Air Station, Main Street from Atlantic Ave. to Reservation boundary in A.l.a. Co.

SAN FRANCISCO, Calif., contract awarded to W. C. Railing, \$23,643 for 6.0 mi. Access Road to Fairfield-Suisun Army Airfield in Solano Co.

MARE ISLAND, Calif., contract awarded to J. H. Pomeroy for const. Homoja housing for transient Naval Personnel, Mare Island.

HAMILTON FIELD, Calif., con-

tract awarded to Fredrickson and Watson, \$477,378 for const. Air Transport Command Aprons at Hamilton Field.

SAN PABLO, Calif., contract awarded to Travertite Co., \$45,125 for repairs and rehabilitation of approx. 500 trailers at San Pablo.

September 19, 1944

SAN FRANCISCO, Calif., contract awarded to Mercer Fraser Co., \$72,112, for 2.857 mi. clearing, excavation, etc., Access Road to AH PAH Creek Timber Area, Humboldt Co.

HUNTERS POINT, Calif., contract awarded to Chas. L. Harney, \$147,186 for addl. street paving, yard area paving and sidewalks at Naval Dry Docks, Hunters Point.

SACRAMENTO, Calif., contract awarded to Pacific Const. Aggregates, for furn. 700 tons fine screenings and 100 tons concrete sand.

HUNTERS POINT, Calif., contract awarded to Carl N. Swenson, \$52,333 for construction of Torpedo Storage Bldg. at Hunters Point.

MATHER FIELD, Calif., contract awarded to Moore and Roberts, \$71,073 for relocation of wooden buildings at Mather Field.

September 21, 1944

OAKLAND, California, contract awarded to Piazza and Huntley, \$140,497 for const. taxiways "A" and "B" Oakland Municipal Airport.

MARTINEZ, California, contract awarded to H. F. Lauritzen, (1) \$3,500 (2) \$28,788 for (1) pile driving const., new floats, reinf. exist. dock, etc., and (2) removing navy target at Yacht Harbor and Munic. Wharf, Martinez.

OAKLAND, California, contract awarded to E. J. Freethy, (1) \$24,293 for const. two nursery school buildings, one at Stonehurst School and one at Brookfield Village, Oakland.

When Americans go to the polls in November, they're not going to swap a statesman and humanitarian for a prosecuting attorney—OHIO TEAMSTER.

Proposition 12 must be defeated!

What's doing in the Oakland office

By Al Clem, T. D. Bryson and Joe Walther Business Representatives

Our boys in service

Brother Ralph Davis is now back again after spending 14 months running a shovel and dragline on American Samoa, Pago Harbor, with the Sea Bees. Brother Davis was formerly

employed at Moore Dry Dock Company, West Yard as a Truck Crane operator before entering the service. He is now out on a Medical Discharge.

Brother George Alman, who is stationed at Minter Field, Bakersfield, California, is home on a furlough. Brother Alman has been in the Air Force a year.

Brother Tony Cordoza died in action in France. Brother Cordoza, formerly employed in Yard I, was out on Service withdrawal card.

turned from Burma on a 30-day leave. While there he contracted malaria and a back injury. Brother Moore will be working in Yard III for a time. Brother G. Moore is still in Burma.

Brother W. J. Moore has re-

What the brothers are doing

Brother Harry Tipps, Superintendent in Yard I, Richmond, has been ill for a few weeks recuperating from a tonsillectomy. We trust that this finds him on the road to recovery.

Brother C. D. Nelson, who was injured in the crane accident in Yard II last January, informs the office that he will be unable to work for another six months.

Just a word to remind the Brothers that the Oakland and Richmond offices are open until 8 p.m. on Friday evenings for the convenience of the members who are unable to get in during the day!

We regret to report that Brother Wilson Johnson is once again confined to the Providence Hospital. He had the misfortune to break his leg again. Brother Johnson will be in the hospital for approximately two months, but will be in a cast four or five months. Visiting hours are from 7 to 8 in the evenings and Brother Johnson's room can be found on the third floor!

Brother Alberto Martinez, who was an oiler in Yard II, passed away the latter part of September as the result of a heart attack.

Brother Merle Downing has returned from a 6 months' stay in Alaska, where he was employed.

We regret to report the death of Brother Walter S. Cole, who was killed by a train while operating a blade for Fredrickson Brothers in Port Chicago.

Funeral services were held in Martinez.

We are happy to report that Brother Lonnie Thompson, who was in the Permanente Hospital, Oakland, for several months, has returned to work at Yard II.

We would like to correct an error in the news of August 25. Brother Paul Lorenz was reported as deceased. However, Brother Lorenz was a patient of the Fairmont Hospital in San Leandro at the time. We understand that Brother Lorenz was released from the hospital

September 24 and is now residing in Sacramento.

OLD TIMER PASSES AWAY

One of the real oldtimers in the construction game, John Anderson, passed away Sept. 8, 1944.

Brother Anderson was born at Idhult, Opperbysochen, Sweden, March 22, 1858. He came to America in 1879 and took up construction work shortly after, operating dredges on the East Coast and the Great Lakes. He was one of the charter members of the Old International Brotherhood of Steam Shovel & Dredgemen, remaining an active member of that organization until the amalgamation, when he became a member of Local 3 on April 1, 1927. He retired on withdrawal June 21, 1929.

Brother Anderson was well known to most of the oldtime shovelmen, having worked in most of the western states and Hawaii. He was Master Mechanic during the construction of the Los Angeles Aqueduct. After the completion of that job he came to the San Francisco Bay District and operated a

shovel for the Daniels Contracting Co. at McNear's Point from 1918 to 1923. He then went to the Pacific Gas & Electric Company as Master Mechanic and remained with that firm during the construction of the Pit River and Salt Creek projects. At the completion of the Salt Creek project he retired and lived on his place in Hayward until his wife passed away. He then purchased a life membership in the Lutheran Home in East Oakland, where he remained until the time of his death.

He is survived by a son, Lester Anderson, 1045 Mason Street, San Francisco.

Brother Curley Midgett is the proud father of a 7½ pound baby girl. Congratulations to both Brother and Mrs. Midgett!

Brother Donald Ellis and Brother John Bettencourt both entered the Navy in September. Brother Bettencourt is in Navy Ship Repair.

Brother Gus Laws was a recent visitor in our office accompanied

by his son, Sgt. Bryant Laws of the U. S. Marines. Sgt. Laws has been in the service two years and has served in three major campaigns. He has been awarded a Presidential Citation and is wearing the First Marines Air Wings. Needless to say, Brother Gus was enjoying the 30-day visit with his son!

Brother Jack Lloyd, of the sick committee, gives the following report:

Brother J. J. Leyden, who suffered a compound fracture of the right leg in July, is still confined to the Permanente Hospital in Oakland. He is getting along nicely, but it will be some time before he will be up and around again.

Brother R. J. Stallard left the employ of Yard I to accept a job as State Highway patrolman. He is now in Basic Training.

Brother Clifford Hughes still has his neck in a cast, and we understand he once more has returned to the hospital where he will be confined for some time.

Getting around the jobs

The job situation is almost the same as last month. In August we cleared 727 men, and 717 were cleared in September. The only job where there is much of a change is at the Naval Magazine job at Concord.

They are still moving rigs out of the Standard Oil Plant job. Bechtel McCone are finishing up at the Standard Oil.

There are approximately 95 members employed on the Barrett & Hilp job at Concord as of this writing. We understand that more equipment is coming in soon. There is a Batch plant in operation and a crusher is being erected. The Engineers have six members as Foremen on the job.

Frederickson Bros. have 25 Engineers employed on their Concord job. Brother Fred Butler and Bro. Paul Matue are Foremen on this job.

Martin Brothers have a Batch plant in operation in Concord. The work is going along full blast.

Stolte Company have almost completed their job at the Alameda Air Station. At the present time there are eight Engineers and mechanics still working on the job.

Piazza & Huntley have 22 members employed at their Oakland Airport job finishing up their contract. They were successful bidders for the second portion of the job, so work will continue on when this first contract is finished.

McGuire & Hester have an extensive job at Castro Valley. They have a number of Engineers employed on the job. We have had some difficulty over compressor operators on this job, but we hope to have everything ironed out satisfactorily in a short time.

The Pacific Bridge Company Shipyard Division has ceased operations at their yard in Alameda, having laid off practically all personnel. The Navy has taken over Yard III and it is being operated by Pacific Air Bases. This yard will only use three of our members at present. The other members who have been laid off have most all been absorbed in other yards.

Moore Dry Dock Company yards are going full force and we have calls for men regularly. All other yards on the Estuary are going along about normal.

A. J. Raisch Company has started their hot plant on 10th Street, Richmond. Brother Russ Erhart is Foreman on the job.

Brother Grant Brown is the Steward on Lee Immel hot plant job on Industrial Hiway.

Brother Carl Ehler was elected Steward in Yard I, Graveyard shift.

Brother Scotty McLennon, from up around Fairfield way, is on the Magazine job at Port Chicago.

Lee Immel has a new job on Industrial Hiway eliminating a road hazard at the Navy Base near the Race Track. Brother Smyer is running the Dragline on the job.

Hydraulic Dredge Company is starting a 350,000 yard job in Yard II, Richmond.

Brother G. L. McDaniels is the new Steward in Yard IV, day shift.

The jobs in the Camp Parks area are about the same as in our last report. Brother Lee Jeffreys is still on the job as Foreman for Fredrickson & Watson. Four Engineers are doing the paving and grading, building four tennis courts at the Hospital Area. They anticipate be-

ing finished in about two months.

Farnell Blair has four members of Local 3 on the job—two mechanics, one welder, and one Engineer. They are going along in good shape.

Russell Olson Company has another contract for enough work to last until the first of the year. Brother George Sa is Steward on the job with eight Engineers.

Atkinson Company has finished up their portion of the job. Most of the equipment has been moved. Two Engineers are still on the job.

Brother Floyd Wickersham from down Saratoga way is working on the Ben C. Gerwick Company job on Haas' rig.

Ben C. Gerwick Company has seven drivers and one derrick barge working on their Alameda job.

Brother Bill Mathews is foreman for the Engineers on the Louis Bissotti job at the Alameda Intransit Depot. They have 1,000 cars of rock to unload and black top to put on. The job is going along in good shape.

The Raymond Concrete Pile Company has 17 members working in Alameda in the Intransit Depot. Things are going about the same as they were at the last report. They are planning on double shifting as the work progresses.

N. M. Ball & Son have five scrapers and two dozers working at the present time at Alameda. The job consists of 135,000 yards of sand to be moved. Brother Eugene Leoni is Foreman, Brother Don Harnish is steward and Brother C. F. Hart is Mechanic on the job.

First she wanted sheer stockings to look like bare legs. Now that she has bare legs, she uses make-up to make them look like stockings.

Re-Elect
ROOSEVELT
back the men who will back him—

★
ENDORSED BY ALL LABOR

Vote for
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14th Dist.—GORDON F. (Geo.) IRVINE
15th Dist.—BERNARD F. SHERIDAN
16th Dist.—ANGA M. BJORNSON
17th Dist.—EDWARD J. CAREY
18th Dist.—JEFFERY COHELAN

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ENDORSED BY
A. F. of L. Political Committee
Building and Construction Trades Council
Central Labor Council
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Independent Unions
Railroad Brotherhoods
United Labor's Legislative Committee

378 17th St., Oakland 12 GL. 4780

Vote "NO" on No. 12

TAKE THIS SLATE TO THE POLLS

Proposition 12 must be defeated!

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

Casebolt and Clark from Salt Lake

For this month's issue of the paper we have so many items from the four of us it is necessary that we break it down to be readable.

C. L. CASEBOLT REPORTS:

During the past month I have visited all of the local offices and a majority of the jobs on numerous occasions. On a recent visit to Cedar City, I called on the Utah Construction Company job and found the job going very nicely.

Had a splendid visit with the brothers employed there and find that Brother Karr and Brother McCall are the best fishermen in Utah. They insisted that I go fishing with them and loaded me up with a first-class catch of rainbow trout. I have an idea that I must pay the brothers on this job another visit in the near future.

Also canvassed a small road job being built by a Bakersfield Contractor. All of his men have paid up union cards.

I visited a small power plant being built for Cedar City. This is a Municipal plant and we have neither state or national laws under which we can tie this job up and secure our rights. However, at the proper time we will take the gentlemen on.

While in Southern Utah, I visited Brothers in St. George and Mesquite. Drove over to Los Vegas to see Brother James Royce, Business Agent for Local 12. Brother Royce was out of town, and I was very sorry to miss him. Brother Royce is to be commended for having such a splendid secretary in his office. I wish to thank him and his secretary for the courtesy that was extended me while in Los Vegas. I would like to invite Brother Royce, through this column, to visit Salt Lake City.

We have just had a visit from Brother J. R. Groom, Treasurer of Local 12 and Business Agent for San Diego district. Brother Groom is an old "45" man, and he is also a former resident of Ogden, Utah. It made us very happy to have him with us. Brother Ledingham and myself received a great deal of information about general conditions from Brother Groom. We hope he returns soon.

We have had several letters this month from Brother Joseph Riley at Fort Sill. Apparently Joe is getting a little tired of mowing lawns and I don't blame him. We are

counting the days until he returns to Utah.

In the early part of September we received a surprise visit from Brothers Theril W. Moore and Cliff Little while they were en route from Camp Roberts to Camp Van Dorn. Also have a nice four-page letter from the brothers which we shall answer immediately.

Oscar Lewis, who has been employed at the Green Bay Quarry in Marian County, has been spending the past week up in Salt Lake City. He was in to see us. This is Oscar's home town and we enjoyed his visit.

The Brothers are always welcome in this office and the traveling brothers, especially those in the armed forces, are not only welcome here but we request them to drop in when they can find the time as I always enjoy a good visit with old time friends.

Report Unsafe Working Conditions

We have had two brothers seriously injured the last month. Brother Ray Corey was thrown from the top of a gondola car at the Magna-Arthur Dike and received a broken arm. I tried to find Brother Corey on my recent visit to Ogden but was unable to locate him.

The most serious accident was Brother Walter Hotten. He caught his arm in a rock crusher while working for Gibbons & Reed near Ogden. I will not report further on this as I believe Brother Ledingham has reported on it. But I do wish to call attention to unsafe working conditions. It is our wish that any member working in an unsafe condition, call it to the attention of the foreman. If he is unable to have the condition corrected, call nearest Business Agent. We do not intend at any time to allow our members to work on unsafe and dangerous jobs.

We have the monthly bulletin from Local 428, of Phoenix, Arizona. Local 428 is a first-class organization and their officers battle like tigers for their men, but they do have a great deal of trouble with one company who has headquarters in Nevada. We will print the piece verbatim from Local 428's paper, and request Local 428 to

submit us the names of the engineers on this job. It is my opinion that there are a few members of our local who will have to be dealt with when they come back into our jurisdiction.

Winslow Job Still Haywire

"The Silver States Construction Company is still on the official unfair list of all Building Trades crafts in the State of Arizona. This firm continues to defy the regulations of the War Manpower Commission, the Office of Defense Transportation, the Office of Price Administration, and the War Production Board. This Company's operating policy is evidenced by these practices.

"Their first job in Arizona was carried on behind a picket line at Winslow more than two years ago. The same policy was followed on their job at Dateland about a year ago, and is again being followed on their present job at Winslow. Because of this, at the last regular meeting of our organization, action was taken placing a penalty of \$200.00 against every person employed by the Silver States Construction Company on their present job at Winslow. This action was taken in accordance with the provisions of our Constitution, and all Local Unions affiliated with the International Union will be notified."

We have a new job to be let this month including a \$23,000 disposal sewer job at the Dougway proving grounds. A new steel hangar and a concrete apron are to be let at Wendover, Utah.

We have two or three small buildings which have very little work for engineers. There will also be some repairs to be made at the Ogden Arsenal on runways.

We have at present four brothers working at the Small Arms Plant and perhaps will have openings to send more men there during the winter.

Geneva Steel Negotiations

Negotiations with the Geneva Plant are progressing slowly. Apparently it will stagnate and will have to be sent to the War Labor Board for a final writing of the agreement. I am sitting on this committee for the Metal Trades Council and on the Kiegley Quarry agreement and as a representative of the American Federation of La-

bor in negotiations for the Geneva Steel Plant proper. The other members of this committee consist of Brothers L. F. Andersen, of the Electrical Workers, Local 354; Brother Irvan Cary, A. F. of L. Organizer; C. N. Chadwick of Machinist District 114, and L. B. Duffin of the Brotherhood of Trainmen. We have a recess of about ten days. Negotiations will be resumed on Oct. 10.

It is reported that J. B. and R. E. Walker Company is sending a shovel to Cedar City to load iron ore for the Kaiser Fontana Plant. This job has been rumored for some time and apparently there is at least some fire amongst the smoke.

Down at Topaz Jap jail we have four brothers working. We will attempt to have the wages adjusted on Civil Service, so we can fill the other existing jobs.

T. L. CLARK REPORTS:

All work at Wendover is completed and we do not look for much in this district until the new steel hangar is let.

At the Dougway Proving Grounds, the Olsen Construction Company has an extension on its work on some new buildings. They have two engineers working.

The H. K. Ferguson Construction Company has a \$2,500,000 job which is 100 per cent union. They have sub-let their dirt moving to A. O. Thorn & Sons Construction Company. We have about 50 engineers on the job. Floyd Whitting Construction Company have a sub from the Ferguson Company and are doing some work on their own.

Jim Sumpson has a gravel plant supplying some gravel and Heber Glenn has been out on the job. We hope that Hebe gets some of this work, since he works 100 per cent with the Operating Engineers and is a good influence on some of the other contractors.

I was at Dougway practically all day Friday and held a very good meeting Friday night with the brothers employed on the project. Also had Brother C. L. Casebolt along, and now he is arguing with me over who pays for the shoe shine that got ruined with helping me out.

We are attempting to have the wage scale adjusted for the Oilers

and Firemen and are discussing ways and means with the Company's Superintendent. We find them very cooperative, but none of us have been able to decide yet how to do it, owing to the rigid government restrictions on this project. Brother Nels Black was elected Steward and is working very harmoniously with me in the endeavor to clear up a few ragged edges on this project.

Att Tooele and St. Johns, projects have been completed and the equipment moved away.

Magna-Arthur dike, Utah Construction Company is changing over from railroad to large truck and have been forced to move their pit to about five miles south of the present location. We have a large number of engineers employed on this project and the Superintendent, Cliff Kidwell, is doing very nicely by the Engineers. This company also has a stripping job at the Bingham mine which I visit occasionally and is very bad from an engineers' point of view. We have had a wage adjustment petition before the Wage Adjustment Board for the past two months and have not as yet received an answer. Until we do receive a wage adjustment, very little can be said good for this contract. I also visited Bingham Canyon Local 353 with Brother Casebolt, and Brother Don Cameron International Representative for the Carpenters. The Brothers of Local 353 held a splendid meeting and requested some assistance from Local 3 which we promised. Brother Casebolt has been unable to contact Mr. Buchman, Superintendent for this Company, but hopes to be able to get an appointment this week.

The Projected Acid Plant at Garfield Smelter is being built, consists of remodeling old buildings is practically a bust as far as engineers are concerned.

The Union Pacific Railroad job is progressing rapidly. We have only one engineer on this job. He swears it is the best job in the state.

Our Housing Projects have all been shut down by the War Manpower Commission and all of our men have been transferred to other jobs.

Van Winkle from Provo

C. R. VAN WINKLE REPORTS:

We have three new jobs in the Provo district. Victor Newman has a good start on the Orem Sewer job. He will use several engineers as the job should run about six months.

Wheeler and Tempest have just started on the Orem Water line job. This job will run about the same length as the Victor Newman job.

Young and Smith have started a street job in Pleasant Grove on a cost-plus basis which is going along fine. This company always cooperates 100 per cent.

The Carl B. Warren Company on the Salt Lake City Aqueduct job should be getting started on their second unit soon. They have been delayed because of lack of steel and some trouble over a right of way. When they get ready to roll, they will need several more men.

The J. B. and R. E. Walker Company on the Reclamation Bureau Canal job have been going along nicely. They released one shovel but are expected to start additional work in the near future. Lack of equipment has held this up to some

extent. They have also been having considerable trouble with the Bureau of Reclamation over inspectors. According to some on the job, there are hard feelings between the Reclamation Bureau and the company, which doesn't make for harmony on the job.

Lowdermilk Brothers from Denver have been in this area doing some work on the D. & R. G. Railroad. They brought their men in with them from number 9, but we get along fine with them.

Ryberg Strong & Grant are about finished. They have been finishing up for several months now and we will all be glad when they are buttoned up, as this company has been a trial and tribulation to us.)

We have had a few engineers on the McKean Housing Project in Springville and there should be work for more as soon as they are ready for the streets. The sewer and utilities are in now.

W. W. Clyde on the Schofield Dam, Bureau of Reclamation, should be using several more crews

on that job as soon as they are ready for the fill. This should be good until the cold weather stops the job, about the first of December. This is one job where we never find any complaints about the food, believe it or not. This company has another job at Scipio which has been going along okay, at least as far as the engineers are concerned.

At Geneva, the McGraw Company is still using the same number of men and should continue to do so until Jan. 1.

Koppers Company has been heating up the fourth coke oven battery and has increased their crew since the last report and should continue using this crew until Jan. 1.

American Bridge still has a few engineers on the pay roll. This leads some of us to believe that this company anticipates additional work in the future.

Prospects Bright in Utah

Prospects for post-war work in Utah look very good. The Bureau of Reclamation has a program calling for over \$200,000,000 worth of

work in this state. About \$20,000,000 will be spent in Utah County and several times this much in the extreme southern part of the state.

Brother Casebolt informs me the State of Utah must construct these dams and utilize the water or their water rights will be forfeited to Arizona and California. We are greatly interested in this kind of work because it creates many jobs for engineers.

The state also has a great deal of work planned and blue printed which will start when men and materials are available.

The Bureau of Reclamation informs us they intend to start considerable work about the first of January. They have secured the old C.C.C. camp in Pleasant Grove for headquarters. In regard to this work, we have considerable work to do about the wage scale which is under Civil Service regulations before it becomes satisfactory to the Engineers. However, this matter will soon be taken up with the Department of Interior in the endeavor to straighten out difficulties.

Proposition 12 must be defeated!

We are operating all of Utah on a very strict priority basis. All Engineers coming into this area should bring releases from their previous employer.

(Continued on Page 7)

Ed Doran reports the news from the Stockton area

By ED DORAN
Business Representative

Stockton—Claude Wood has completed his high-ay job at Mokelumne Hill. This has been going on for over a year.

Brother E. M. Rush has arrived at the Rough and Ready Island. He is operating a Ross Carrier for Biasotti. Brother Rush was working in the Bay Area for Lee Merrill before coming to Stockton. There has been a little activity at the Rough and Ready Island job. There has been about 35 Engineers trading for 35 miles of railroad and the site of temporary housing for the construction employees.

Standard Building Materials Company is still very busy supplying concrete for the Vernalis and Browns Landing Naval Airport jobs. This job is being completed by Johnson, Drake & Piper.

Brother Ralph Miller has taken service withdrawal card to enter the Navy on a special assignment with the enlisted ship repair service. Ralph has been in the Naval Reserve for the past five years. Good luck, Ralph.

Brother Ernie Brown, working for Daley Bros. at Lathrop, has been busy passing out double cigars and double shots. He is the proud father of twin boys who arrived this month. Mother and boys doing fine. This makes six boys for Ernie.

The George Patterson Company working on a road job south of Crooks Station. Buster Patterson and Brother Kenworthy are pushing on the job. This job should be completed early in October.

All but three of the land leveling contractors in this area are recognizing our union conditions and wage scales for cat skimmers. This looks as though the land leveling business is eventually going to be the means of keeping a good number of Engineers working when construction work tightens up. If any member of Local 3 is working on a levelling job with a non-union cat skimmer, notify the Stockton office and an attempt will be made to bring him into Local 3.

The following contractors are employing Union Engineers leveling land for farmers: J. E. (Hardwick) Johnson, Pete Farish, Buck Howard, C. E. Kenworthy, Ed Horpe, Jack Tisdale, (E. M. Ryder, I Biasotti, F. J. Bresson, and Mer-nan.

The Zinc Construction Company doing a little repair job at the Santa Fe docks. Brother J. H. Gehrig is operating a double drum hoist and drag scraper excavating between the piling under docks.

Pomeroy Sinnock is doing a little excavating across the Stockton channel with his derrick barge. Brother Lou Knight, an old hand with Sinnock, is operating the rig.

Our Boy Scout troop 73, located in Stockton, is progressing quite well, considering it is a new troop. Brother Emmett Ettinger, Scoutmaster, reports there are twenty boys in the troop. It is hoped that a lot in northwest district of Stockton would be made available to our troop, so that a Scout Cabin could be erected. At the present time the troop meets in Brother Ettinger's garage. This troop was sponsored and financed by the Operating Engineer's Local 3 and individual donations from our members.

T. E. Connelly Company has five members working around the yard and shop. Al. Smith is one of the old timers in the Engineers Union, and possibly one of our oldest members actually working at the trade. Brother Smith was with the W. A. Eichel Company for years before going to work for Connelly. Morrison-Knudsen Company has started to work on the S. P. bridge

south of the town of Ripon. The Engineers Union has three operators on this job. One shovel operator and oiler, one cat operator, and one pump operator. The job is not a large one, but will last for some time.

Patterson Brothers has knocked off another job near Firebaugh. The job consists of relocating the banks of some river. We don't have much information but were informed there will be at least ten "Cats" on the job.

On Sept. 12 the Building Trades Council of San Joaquin County was notified by the Teamsters International Union that the Operating Engineers have jurisdiction over Ross Lumber Carriers or similar type equipment on construction.

The decision as agreed to by the Operating Engineers and Teamsters Union is as follows:

The operation of Ross Carriers and similar machines on construction jobs, wharves, docks and industrial plants shall be recognized as the jurisdiction of the International Union of Operating Engineers.

The operations of Ross Carriers and similar machines on public roads and highways shall be recognized as the jurisdiction of the International Brotherhood of Teamsters, chauffeurs, warehousemen and helpers. You will be guided accordingly.

(Signed) WM. E. MALONEY.

George French, a local contractor, will complete his State Highway contracts some time this month. French has had a very busy summer widening and resurfacing. The first job was between Stockton and Holt, then between Mossdale and Tracy, then back from Tracy to Patterson, and from Vernalis to Modesto. This has been a very good year for our engineers employed by George French.

Paul O. Harding, District State Highway Engineer, revealed that plans have been completed, and bids probably would be called this month for constructing a new military access road to the Stockton Naval Supply Annex on Rough and Ready Island. The project will consist of a highway from West Charter Way through the Boggs Tract to the Borden Highway bridge across the San Joaquin River, including an underpass under the Santa Fe Railroad.

The new road and underpass will be situated about one mile west of the present Fresno Avenue underpass.

Harding also announced the award of a \$727,858 contract to the Lord & Bishop and A. Teichert & Son, both Sacramento contractors, for building the new concrete trestle to connect with the present span of the Rio Vista bridge across the Sacramento River. The trestle will be located about 60 feet upstream from the present antiquated one and eventually will become a part of the new four-lane bridge proposed to be built across the broad river some time in the future.

Regarding the district's post-war program, Harding said that more than 50 per cent of the rights of way have been acquired for the new four-lane freeway on highway 99 from the Calaveras River, north of Stockton to Lodi, a distance of nine miles, and about 40 per cent of the rights-of-way for the new four-lane freeway and bridge on highway 50, between Mossdale bridge and the Grant Line Road.

first two parts of the four-part Stockton annex of the Oakland Naval supply depot about the first of the next month. These will cost about \$20,000,000, and consist of 30 warehouses, 200x600 feet long, and containing 3,600,000 square feet of floor space; three transit sheds and 3,000 lineal feet of wharves, one administration building and 18 auxiliary buildings, and re-classification yards containing 35 miles of tracks.

F. R. Zinc, Stockton contractor, was awarded a 6,661 contract for installing additional athletic facilities, including courts for volley ball, basketball, badminton; paddle tennis and handball, at the Vernalis convalescent camp.

M. J. Ruddy Company of Modesto has started a little earth bill dam job at La Grange. Two dozers and three jeeps are working at the present time. Brother Darrell D. Kelvey and Clarence Crotteau are running the dozers. Brother Ray Brideenstine is Master Mechanic on the job.

With Port railroad traffic to be boosted to a new peak by the Stockton Naval Supply Annex on Rough and Ready Island, the Stockton Port Commission authorized the expenditure of \$75,000 for construction of additional switching facilities in the outer harbor area. The Southern Pacific, Santa Fe and the Western Pacific are going to build, operate and maintain 7,000 feet of additional switching tracks at a cost of \$70,000.

Three new and longer tracks will be laid alongside the three now in operation between the Ports Shipyard terminals and the facilities of the Stockton Ordnance Depot. Actual work is expected to start within a month.

As Business Representative of the Stockton area, I think that a few words should be said about Engineers who accept a clearance to a job as an oiler, and then when a vacancy occurs jump on the seat and start to operate without getting a clearance from the Union to do so. This has happened here at Stockton already, and if this practice is allowed to continue, the member who wants to sign the out-of-work sheet, and is willing to wait for the job will be out of luck, because the Engineer who has cleared to the job as an oiler has already taken the job. All the boss needs then is another oiler.

So, fellows, if you take an oiler's job, keep it until you feel you can come into the office and sign the out-of-work sheet, and wait your turn. I think this is the only fair way to cope with the situation.

There is one more thing that I think should be stated:

If you are sick and expect to be off the job for any length of time, call the Business Representative, and ask him to get a man to take your place for the time you are going to be off. This way you will have your job back when you are able to work again.

There have been too many cases where a member wants to go hunting or fishing or for many other reasons leaves his job without notifying the Union. The company calls for an operator, and one is dispatched to the job. Then the member comes back after a time and demands his old job, when in reality as far as the union is concerned, he had quit and had been replaced by another member. So, notify your Business Agent and protect your job.

This will be the last issue of the Engineers News before election. You are urged to go to the polls

Round-up from Utah

We wish to thank all members for the support that they gave us on the War Fund Drive. Remember, this money is being used for our brothers and relatives in the armed forces who are giving their utmost for us and their country.

ILLEGAL BUTTON TRANSFER

I am informed by Brother Casebolt that he has picked up evidence of a union man giving his quarterly button to a non-union man so he could hide from the

Business Agent coming on the job. I am checking up on this situation and have been assured that members guilty of the alleged offense will be cited before the Union to answer to the members.

Please remember your meeting dates. The second Saturday of each month is meeting night in Salt Lake City and the second Tuesday we meet in Provo.

So until next month we bid you good-bye.

Ledingham from Ogden

SCOTT LEDINGHAM REPORTS:

Brother Walter Hooton recently had the misfortune to lose his right arm. On Sept. 22 his arm caught in a gravel plant and he was pinned there an hour and a quarter before a doctor arrived. His arm had to be amputated before he could be released and then again upon his arrival at the hospital. His condition for two days was very serious, but he is now getting along fine. The best of luck to you, Walt.

Gibbons & Reed finished its contract at the Navy Base and was immediately awarded another one in the same location. Also received a job at the Ogden Arsenal and will go to work on both of them Monday. Our relations with this company has been very good.

The R. J. Daum job at the Naval Base is making some progress. Short of carpenters and laborers. Eleven Engineers are working here.

The Utah Pomeroy's \$3,399,000 job at the Naval Base has started. This company signed an agreement with the Building Trades Council on Oct. 5, 1944. Olaf Nelson has sub-contracted for the dirt work and paving. This company has 15 engineers working for them, all 100 per cent union.

The new hospital job was awarded on Oct. 7 to Jacobsen Construction Company of Salt Lake City and the Erickson Company of Murray. These people are under an agreement with the Building Trades Council and always work harmoniously with organized labor. They will have a large heating plant building for this hospital which will employ about four en-

and vote against Proposition 12.

The Operating Engineers working at Pollock's shipyard have a tug-of-war team sponsored by the Engineers' Union, and have challenged all comers. The first contest of the season will be held at Lewis Park, Oct. 15. Come on out and root for your own team, and at the same time witness the presentation of the NAVY E AWARD.

gineers. We have gone over this subject with the Plumbers and Steamfitters and have reached an agreement regarding the work.

The Denver Ready-Mix Concrete Company is furnishing concrete for the Utah Pomeroy Company. Two engineers employed. This job is being held up for carpenters and laborers.

The Reynolds Construction Company, employing about twelve engineers, is within a few days of being out of work.

L. T. Johnson has eight engineers working.

Stroud and Seabrook's Sanitary sewer construction job at Roy, Utah, is making good progress.

The Harry Lee job at Layton will finish in a few weeks.

Thee Bundy job at Brigham City is about finished.

The Wheelwright Construction Company has just been awarded a storm sewer contract for \$184,000. This job will work all winter. Good news for our brothers now employed.

The Waterfall Construction Company still finds a few small jobs. Seven brothers are employed.

★ ★ ★

Green Declares Price Controls Should Be Kept After War Over

Washington, D. C. AFL President William Green cautioned the Government and the OPA against any move to abandon price controls as soon as the war in Europe is won.

Such action, he warned in a public statement, would push the American people "into a destructive booby-trap planted on the very threshold of post-war prosperity."

The greatest single threat to full employment after victory, Mr. Green declared, would be failure to continue existing price controls until "we complete the readjustments of our economy and achieve a basis for post-war stability."

★ ★ ★

Vote NO on Proposition 12!

Oakland Directory

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Murphy returns to San Jose district

By M. G. MURPHY
Business Representative

San Jose—After spending several weeks in the Sacramento and Marysville District assisting Brother Lawrence, I am now back in my own territory trying to catch up with my work and trying to regain a few of those pounds which I lost while slaving around Fairfield, Rio Vista and some of those other hot spots up there. Met many of my old friends while around Sacramento. Some I hadn't seen since the good old days when Camp Ord, Roberts, McQuaide, Jolon, Liggett and Mitchell were in progress and when you could still buy 6-ply tires, tell the gas man to fill 'er up and do seventy-five or eighty miles an hour while watching the rear mirror.

Since I have been back in San Jose, a few changes have taken place. Due to the fact that work at Permanente has been cut down considerably, Brother Swanson decided that it was no longer necessary to have two Business Representatives in this district and for that reason, transferred Brother Speers to the San Francisco District where he will, amongst other things, take care of the Dredgemen. Although I realize this move is necessary, I am sorry to see Brother Speers leave. Our association while working together this past two years has been very pleasant and I have enjoyed and I sincerely wish Bill every success in his new work.

It will now, of course, be necessary for me to look after Permanente and I will do the best I can for the brothers and devote as much time as possible to them. After having discussed this matter with a number of brothers out there, I have decided to keep the Permanente Curve Office open two afternoons a week—Monday and Friday, from 2 to 5. This will give the brothers a chance to register complaints or conduct any other business that they may have with their Union.

As for the construction brothers, it's about the same old story. No new work of any consequence other than our Moffett job which is being done by L. C. Smith of San Mateo and which is supplying pay checks to at least eight or nine of our worthy brothers. . . . Ed Keeble of San Jose has a small highway excavation job on Stevens Creek Road which is an exit from Permanente to San Jose and which will enable the brothers to cut off a few seconds on their running time to and from the plant. . . . A. J. Raisch has a small job in the same area—just over the hill and this also will reduce the traveling time by seconds between Permanente, Palo Alto, Sunnyvale and Mountain View. . . . Granite Construction Company's San Ardo job is just about completed and many of the boys are moving up to the Watsonville Navy Base and will help to complete that expansion program. . . . There are some small improvements and expansion work being done on the Monterey

Base and I have information to the effect that there is considerably more work to come up on that site immediately. Let's hope it materializes. . . . Aromas Quarry is going along nicely with the same old time operators. Am sorry to report, however, that Frank Swearingen, the superintendent, is confined to the doctor's care at present and we all hope to see him back on the job soon. . . . Hollister Air Base is on the lull at present. Haas Company have just about finished their contract. . . . Permanente at Natividad is doing some construction work (not Maintenance) and I believe we have that difficulty straightened out. Both the Moss Landing plant and the main plant at Los Altos are operating short-handed. This is nothing new, however, and there is also a shortage of man power in the construction field. Well, brothers, as far as this district goes there is no big show of activity at present but we do manage to keep the unemployed list down to a minimum and most everybody is happy.

News from the Brothers

Am sorry to have to report that Brother Stratton of Permanente is in the San Jose Hospital suffering from a broken back. Understand he is progressing favorably. . . . Brother E. J. Duggan, who was injured recently at Permanente, will soon be able to report for duty after being laid up for a month. . . . Have been informed that Brother Earl Bucholz has been called into the Navy. . . . Received a letter from Arthur Davison who is in the Hawaii Islands. Says every time he sees a shovel he gets homesick for one. Art claims he wouldn't mind working over there in peace times. Says you wouldn't lose any time on account of the weather. . . . Received a letter from Charles Hibbard whom I believe is working in Persia. Says there are quite a few engineers there. Know Charlie has been in quite a few countries and will have some interesting tales to tell when he returns. . . . Also received another letter from Brother Paul Harper. Paul says he expects to get a ten-day furlough by the middle of October and he is going to spend it in Hawaii. . . . Had another interesting letter from Brother Lewis Redding in which he enclosed some invasion money. Says he has been on twenty-four missions and has had some very narrow escapes. Lew says it's kind of hard on the nerves. I can believe that all right. He sends his best wishes to all. The same to you Lew and I know you can use them. . . . Recently received a change of address for Brother Calvin Hogg. By the looks of things Cal is well on his way overseas by now. . . . Word was received here recently that Brother Rusconi was wounded in action in Italy. We hope it was not too seriously. That is about all for now, brothers. Will see you at the election booth November 7th. Don't forget we want to defeat Proposition No. 12.



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