



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, No. 20

SAN FRANCISCO, CALIF.



OCTOBER 19, 1945

Local 3 officers report on new contracts

Teen-age ball team, sponsored by Engineers, a bang-up outfit

During the past season these boys have chalked up a very nice record for themselves—14 games won, 7 lost and 2 tied. On Sunday, September 23, the club was invited to play at Yont-



ville before a group of Veterans of Foreign Wars, and at this game won their first trophy.

At the present time plans are being made to enter the team in the Eagles East Oakland winter league. Play in this league will start about the middle of October and if the plans are carried out we will publish a schedule of games in our November issue.

These kids really play a bang-up game of ball and we would like to have more of you members turn out in support of them.

Say, Listen!

For the rest of this year, the AFL presents each Saturday evening at 6:45 P.M. EST, over the nation-wide network of the American Broadcasting Company a radio news-magazine, featuring the latest news at home and abroad and special reports by expert commentators on important labor problems. This program is listed in the radio columns of your newspaper as "Labor-U.S.A." Our own subtitle for the program is "The American Federationist of the Air." Don't miss these bright newsy broadcasts! Listen every Saturday night!

Green urges workers to buy more bonds

Washington, D. C.

AFL President William Green launched labor's participation in the new Victory Bond drive with a radio appeal to all the nation's workers to invest to the limit of their means. He said:

"All of us realize how important Victory Bonds are to the vital interest of the nation. America needs the money to pay for winning the peace and to bring our boys back home.

"But did you ever stop to think what these bonds mean to you personally? The Victory "E" Bond is designed for your protection. If you still have a job, Victory Bonds are the best and safest investment of your savings. If you lose your job temporarily, your Victory Bonds will carry you over until you find a new one. Every dollar you put into Victory Bonds now helps to prevent inflation of the cost of living.

"The American Federation of Labor urges all its members to buy Victory Bonds to the limit of their means."

Members urged to get behind airport bonds

Members of Local 3 who are registered to vote in the San Francisco area are urged to turn out to the polls Tuesday, November 6, and vote "YES" on Proposition No. 1. Adopting the catchy slogan, "An Airport to Match Our Seaport," the campaign committee to put over the airport bond issue points out that this development will provide many jobs for workers and be a tremendous factor in the development of San Francisco.

Adoption of this airport bond issue, it is declared, will make possible the employment in private industry from 15,000 to 20,000 persons on the airport alone, and provide an annual payroll of more than \$50 million.

Tremendous development in air transport is already under way throughout the country. If San Francisco is to get its share of this future business it must expand its port facilities.

To provide the money NOW, to be drawn off as needed, voters are asked to vote YES on No. 1. The proposition has the backing of the Public Utilities Commission, Mayor Lapham, Labor and the Board of Supervisors.

CHEST GIVEN FULL BACKING OF AFL LABOR

The American Federation of Labor is throwing its full weight behind the "Victory Drive" of the California War Chest. The drive, which started October 1, has been strongly endorsed by national and State AFL leaders and the membership is lending full cooperation.

In a special statement, Lew C. G. Blix, regional director of the Labor League for Human Rights, declared that "members of the American Federation of Labor recognize, perhaps better than any one other group, that the aftermath of war is more pitiful than war itself. They realize that the job is far from finished and that millions of peoples in the liberated countries are in misery and suffering."

Mr. Blix continued:

"In Europe and Asia a vast job of relief and reconstruction lies ahead. Whole populations are ragged, hungry and discouraged. The coming winter will be cruel for victims of the war. Our costly victory must be safeguarded through substantial aid to these unfortunate ones.

"The American Federation of Labor wants to do its share in rebuilding the broken lives of these people. We can do this by contributing generously to the current campaign of the War Chest through the program of the Labor League for Human Rights. The USO, whose services will be vitally needed until our armed forces have been demobilized, is also supported by the War Chest."

Conducts extensive survey of jurisdiction; several firms paying new scales

By VICTOR S. SWANSON

Manager, Operating Engineers 3

San Francisco—Since our last Engineers News was published most of my time has been spent away from San Francisco. I left here shortly after our September meeting for Washington, D. C.

Local 3 has had many Agreements before the War Labor Board for some time, waiting for their approval. Perhaps the two outstanding Agreements which affect a large number of our brothers were Agreements with the Northern and Central Chapters of the Associated General Contractors.

Both of these Agreements cover the 46 Northern counties of California. The former was approved by the Wage Adjustment Board September 5th and will affect all jobs let thereafter. However, we are now negotiating with the Association pertaining to jobs known as "old" jobs. Many of the construction firms have already commenced to pay the new scale on all jobs, new and old. The understanding with the Central Chapter of AGC is that they will start to pay the new approved wage scale as of October 1st on all jobs.

Piledriver Contract

The Agreement with the Piledrivers Contractor's Association was approved Sept. 19, 1945, and became effective on that date on all jobs.

The Agreement with the Truck Crane Owners of Northern California is approved for September 15th and the Association has agreed to start to pay the new scale as of that date on all jobs.

Nevada Agreement

The Agreement with the Nevada AGC is now before the Wage Adjustment Board and it is only a matter of days and that Agreement will be approved.

The Agreement between the Dredge Owners Association of Cali-

Not candidate, says Lawrence

F. A. Lawrence, business representative in the Sacramento area, has notified Victor S. Swanson, Manager of Local 3, that, despite rumors to the contrary, he is NOT a candidate for the Sacramento City Council in the coming election. Says Lawrence:

"Some time back an article appeared in the Sacramento papers announcing F. A. Lawrence as a candidate for City Councilman at the coming election. Attention of members of Operating Engineers No. 3 is called to the fact that I am not a candidate, nor have I ever wanted to be. I can obtain no information as to who submitted my name other than that the information had been telephoned to the newspapers."

fornia and Locals 12 and 3 is now before the proper governmental agency for approval.

Overtime Conference

A meeting has been scheduled for a Pacific Coast Zone conference to commence at 10 o'clock Thursday, October 16th, Washington, D. C. The purpose of this conference is to reach an agreement relative to the payment of overtime by the firms now working on a 5-day basis and operating under the terms of Pacific Coast Zone standards—the Master Agreement and the amendments to the Pacific Coast Ship Repair Agreement. At this meeting we expect to be properly represented by our International and others.

Attention all members!

At our next regular meeting, November 3, at 200 Guerrero Street, Building Trades Temple, San Francisco, will be the adoption or rejection of a resolution granting honorary life membership to those with old standing in our Union. It requires a three-fourths vote of all members attending to carry, so if you are interested, attend this meeting.

Attention: All Diving Heavy Duty Mechanics!

As this news goes to press, we are advised that the Automotive Machinists, Local 1305, have signed a contract with A San Francisco employer for all men working under water in excess of 13 feet for the following wage scales for heavy duty construction mechanics:

| | |
|----------------------|--------|
| Journeyman | \$1.75 |
| Combination & Welder | 1.85 |
| Working Foreman | 2.00 |
| Master Mechanic | 2.25 |

We are further advised that the Master Mechanic must wear a full diving suit which includes a steel helmet.

"American skill at work"

One important thing the Japs did not consider when they started the war was the civilian skills of Americans which could be used to defeat them.

The Johns brothers, T/3 Donald B. Johns and T/4 James W. Johns of Oakland, Calif., were power shovel operators before



entering the army, and they continued in that work with the Engineer Aviation Battalion to which they were assigned.

Picture shows Donald Johns at the controls of a large shovel on Okinawa with his brother James looking on. They have been overseas 15 months and wear two Bronze Service Stars for participation in construction of B-29 airfields on Guam and Okinawa. They have just received the unit "Meritorious Service Wreath" for performance of exceptionally difficult tasks in the Pacific area.

The two men have done a large share in moving the thousands of tons of coral necessary for the construction of the airfields which their battalion has finished in record time. On Guam Donald made a record which has not yet been beaten, by loading 1600 cu. yds. of coral into trucks with a 3/4 yd. shovel in nine hours.

They are sons of Mr. and Mrs. James Johns, 1008 San Pablo Ave., El Cerrito, Calif. Donald's wife, Mrs. Helen Johns and their son, Donald, Jr., are living at 824-13th Ave., Seattle, Washington.

The two brothers have been together in the same outfit since entering the Army at Monterey, Calif., in 1943. Prior to that time they were together in Hawaii for two years where they were employed as shovel operators by U. S. Engineer Dept.

What your dues buy

Roughly speaking, a "scissorbill" is a bird who joins a union only because he "has to" in order to work at a unionized job. There are still lots of "scissorbills" who gripe when they have to pay dues and assessments. Some people are just congenital scissorbills; others are so just because they don't stop to think. The following is for those willing to think:

Today, as a result of organized labor's efforts over the years, the industrial worker can say to his employer:

"If I am hurt while in your employ, you must pay my wife and children workmen's compensation!"

"If I am killed while in your employ, you must pay my wife and children workmen's compensation."

"When you lay me off because of slack work I shall receive unemployment benefits!"

"When you lay me off because I am too old to work any more, I shall receive old age benefits!"

"This is my job to have and to hold as long as you need a worker on that job and as long as I do it well and keep within the rules!"

"You shall not fire me wantonly, without cause, or on the spur of the moment, or because I favor collective bargaining."

"You shall not make me suffer from discrimination or favoritism."

"You shall not pass me by in promotions indiscriminately because of my race, color or creed."

Add to this the fact that the organized job almost without exception pays better wages and works shorter hours, and you have the answer to the question: "What do I get for my dues?"

Don't be a "scissorbill"—pay your share of the cost of protection of yourself and others, and be glad that you have the privilege!

Davis Declares 40c Wage Only 30c Worth Now

Washington, D. C. A 40c wage in 1938 has the value of 30c in 1945 William Davis, former economic stabilization director said at a hearing on the 65c minimum wage before the Senate Education and Labor Committee. "When we take into account the rise in cost of living of wage earners who subsist on these very low levels of income, the 40c" of 1938 "by 1945 is reduced to less than 30c." Davis mentioned Truman's recent statement that "the 40c wage was inadequate when established."

Co-op Alliance Backs Up Intl. Oil Proposals

New York City In a trans-Atlantic broadcast from London over the Columbia Broadcasting System, Howard A. Cowden, president of the Consumer Cooperative Association, reported that the International Co-operative Alliance has approved in principle the proposal for the creation of an International Co-operative Petroleum Association and has appointed a special committee to work out the practical plans for putting it into operation.

Report of last meeting

Meeting was called to order at the regular time, President Clancy Presiding. It was rather gratifying to see approximately 252 members in attendance.

The Minutes of the Regular Meeting of September 1 were approved, as were the Minutes of the Special Meeting held in Sacramento September 30.

The Minutes of the Executive Board meeting of September 26 and October 6 were approved as read.

Letters of appreciation from the Veterans Hospitals Christmas Committee and Father Flanigan's Boy's Home were received and filed.

Cards of thanks were received from Mrs. Dorothy Talbot, family of Geo. E. Bursch, Mrs. Dorothy Hilton and Mrs. Frank Gibbons.

Brother Simon was granted a postponement of his trial until the November 3 meeting.

There was a resolution presented pertaining to "old-time members" for their first reading, and was unanimously adopted.

Charter Amendment No. 13, which is to be on the ballot November 6, which is a Basis of Standardization of Compensation of Certain Employees was read and a motion to support this amendment carried unanimously.

The following brothers were reported deceased: Leone W. Scott, William E. Talbot, Thomas N. Davis and Geo. E. Bursch.

The following brothers were reported ill: Joe B. Wynns, Marvin C. Prough, Ralph Glover, Ed Caton, H. A. Christensen, Wm. Duncan, Delbert Farris, Sherman Howerton and Herbert Cabule.

The door prize was won by Brother Edwin W. Mann, 324 Bartlett Street, San Francisco.

The Business Agents made their usual reports which were accepted.

Brother Swanson reported on his trip to Washington in connection with the application regarding adjustment of wage scales in the Associated General Contractors' Agreement before the Wage Adjustment Board. The decision of the Wage Adjustment Board was read to the membership and there was a general discussion held on this matter.

Two brothers in the armed forces were present at this meeting—Sgt. Robert Lacy, U. S. Army, and James King, U. S. Navy, who submitted brief addresses which were well received by the membership.

Under the Good of the Order, Brother Martin and Brother Reed Haas were granted the privilege of the floor.

There being no further business, the meeting adjourned.

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.

You are again reminded of the following resolution which was unanimously adopted at the meeting of September 1:

WHEREAS: The American Federation of Labor has subscribed the principle of one collection for all National War Fund and Home Relief Agencies, and

WHEREAS: The quota of the War Chest Agencies will be greater than last year because of the increased population and the needs of Local Relief Agencies will also be substantially increased,

THEREFORE, BE IT RESOLVED: That Operating Engineers, Local Union No. 3 urges all members to establish approximately eight hour's pay as a basis of their individual contribution, and that each member make his individual contributions either through his Employer's Labor Management Committee or directly to his Local War Chest Agency.

Ontario Workers Have Co-operative Banks

Ottawa, Canada Co-operatives, typically the organization of rural communities, also play a part among the workers of Ontario. Scattered through the urban centers are 141 credit unions, people's banks established by automobile workers, airplane mechanics and others.

Here's How To Be a Producer

If you can scab while honest men Picket through rain and heat and cold—

If you can cross the labor line And sell your principle for gold— If you can just persuade yourself That what you do is not a threat To the Four Freedoms of the World! Brother! You may be a producer yet!

—HOLLYWOOD ATOM.

Labor Joins In Fight to Elect A Congressman

Trenton, New Jersey Organized labor in Mercer and Burlington counties has united behind an independent candidate for congressman in what is turning out to be the first real test of labor's political strength in New Jersey.

Alert and eager as never before, labor has cemented a working coalition of all wings to elect Judge George Pelletieri of the Trenton district court to the recently vacated post of U. S. representative.

Best Pun of the Day

In the Carey Grant-Barbara Hutton divorce case, Hutton claimed that Grant is "temperamental," and Grant claimed that Hutton is "cold." John B. Kennedy says she is a frigid heiress.

ENGINEERS' NEWS

Managing Editor.....V. S. Swanson

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Dredger News

By T. D. BRYSON
Business Representative

San Francisco—The dredging work seems to be about the same as last month. There have been two jobs let recently for suction dredges but they have been unable to get started on account of considerable clamshell work that has to be done first, building protecting levees for the disposal areas.

Tony Dutra's dredge Mallard is on the levee work at Vallejo where the S. F. Bridge Company's dredge San Pedro is scheduled to start pumping about October 8th. The Associated Dredging Company has two of their clamshells building levees at the Benicia Arsenal where the Pearl Harbor is scheduled to start pumping as soon as the levees are finished, probably about October 15th.

Still Man Shortage

We still have several dredges tied up but it doesn't seem to have affected the manpower shortage, especially deckhands and mates. When the Pearl Harbor and the San Pedro go out, we will need almost a full crew of deckhands on each dredge and there isn't enough available to man the dredges we have working now, so if you are willing to work on a dredge as a deckhand or levee man, we still have jobs open for experienced men.

There have been several of our old-time dredgemen who have gone into business for themselves. Brothers Eric Salanius and Jimmy Peterson have taken over Camp Scandia on the Redwood Highway at Cummings, California. If any of the brothers happen to be traveling that way, stop and say hello. They will be glad to see you.

Brother Harry Peterson has quit dredging and moved to Sacramento where I have heard that he has gone into business for himself.

Brother Sidney Peters has quit dredging and is taking a course of training in a service station at Arguello and Geary Blvds. with the object of taking over a station of his own.

Lunch Period Pay

The question of levermen receiving back pay for lunch periods when worked has been settled with the dredge owners and has been figured up and paid by most of them. There are two companies who have not yet mailed out the checks. They say they have not got it figured out yet but are working on it and will get them out as soon as possible. Getting this time figured up has been a very difficult task for the dredge owners office forces and naturally there has been what seems to be an unnecessary delay to some of our members and no doubt those members who have not yet received their checks for this back pay are getting worried about it. I feel sure that they will all have it cleared up in a short time. In the future if any man works during his lunch period, he is entitled to overtime at the regular overtime rate and the man who is required to work through his lunch period should see that his time is turned in accordingly on the day he works. This applies to all men working on dredges.

PUZZLING PROBLEM

A fellow went to the barber shop with his hair in an awful mess. The barber gave him a trim and then produced a huge bottle of hair tonic and said:

"Sir, your hair's coming out in handfuls, but this'll stop it."

The customer looked at the bottle, then said: "I dare say it would stop it, but how do I get my wife to take it?"

Anniversary Celebrations



Celebrating 35th anniversary of the Cloakmakers' Union, oldest affiliate of Intl. Ladies Garment Workers Union (AFL), in New York are, l to r: Gen. Manager Israel Feinberg of N. Y. Cloak Joint Board, James J. Walker, AFL Pres. William Green and ILGWU Pres. David Dubinsky. (Federated Pictures)

Scabby Women of Pacific Back Campaign to Stop New Social Security Bill

(Release from office of California State Federation of Labor)

San Francisco, Calif.

The "Women of the Pacific," notorious labor-baiting organization, has circularized various employer groups and others requesting that they join in "in the concerted campaign to get protests to Congress" against the enactment of the Wagner-Murray-Dingell amendment to the Social Security Act. With the letters sent out by this organization are enclosed an 8-page pamphlet purporting to show the danger of this amendment, and three postcards which their recipients are asked to sign and which are addressed to Senator Walter F. George, chairman of the Senate Finance Committee, Representative Robert L. Doughton, chairman of the House Ways and Means Committee, and Representative Bertrand W. Gearhart, Congressman from California.

Report faster progress made on conversion than expected

Washington, D. C.—Reconversion is proceeding much more rapidly than expected, WPB Chairman J. A. Krug announced.

On the basis of a survey of 42 major industries, he estimated that manufacturing production will be 12 percent higher in dollar volume by the end of this year than in the prewar period between 1939 and 1941.

He also made the optimistic prediction that employment by December will be 94 percent of peacetime normal.

By next June, Mr. Krug declared at a press conference, the production rate will be 187 percent of normal and employment 133 percent. Of course, in the so-called "normal" years before America's entry in the war, there were still several million unemployed.

"Reconversion is going along better than we had expected," Mr. Krug said. "I have considerable confidence that these figures are accurate forecasts."

Mr. Krug admitted that the next three or four months will be a time of "economic concern" as millions leave their jobs and the armed services. Considerable numbers were unemployed in the prewar years, he noted, and now the job is to provide work for a greatly enlarged labor force.

Manufacturers, he pointed out, were meeting no greater difficulties than were to be expected during the transition period and they "already are surmounting such difficulties with typical American ingenuity."

Mr. Krug gave these production figures as of July this year, followed in each case by estimated production next June:

Bicycles, 45,000 and 272,000; domestic mechanical refrigerators, none and 470,000; sewing Machines, none and 55,000; vacuum cleaners, 14,000 and 272,000; electric fans, 46,000 and 335,000; watches,

The communication also states that up to the time of its writing the "Women of the Pacific" has distributed 115,000 of these postcards "for signatures protesting enactment; has suggested to organizations with which we have contacts in other States that they, too, inaugurate similar campaigns of protest; has mailed 30,000 warning letters to a select list of California citizens."

APPEAL TO BOSSES

Recognizing that this has to be supplemented, the communication stresses the need of reaching workers to have them protest, and requests that employers make available to their own employees and business friends the material they enclose with the letter. Each set costs 25 cents.

It is evident that this self-styled "largest consumer organization in California" is out to mobilize the greatest amount of opposition to this important social security proposal. The Federation has requested all of its affiliated organizations to do everything possible to mobilize support for this important amendment to the Social Security Act, and, in view of the campaign against, the Federation urges the unions to redouble their efforts in support of this measure.

The Lady next door says her husband just can't bear to see her put her hands in dishwasher. He always goes into the other room.

138,000 and 2,272,000; photographic equipment (dollar volume), \$1,066,000 and \$5,833,000; wood furniture, \$58,000 and \$90,000; farm machinery, \$54,193,000 and \$94,444,000.

Mr. Krug said the 42 industries covered in the report were those with major reconversion problems.

"The industries reporting are going ahead with ambitious production and expansion plans," Mr. Krug commented.

Jobs in Sacramento valley hold up well; expect new projects to use engineers

By F. A. LAWRENCE (Sacramento)

CHET ELLIOTT (Fairfield) and BILL WAACK Marysville
Business Representatives

Sacramento—Work continues to be very good throughout the district with more contracts being let daily.

McGillivray Construction Company have eight members on their job on Fruitridge Road. They are just about finished at Dixon. The Plant and Shop are using several members. They are going two shifts at the 14th Avenue Pitt.

M. A. Jenkins is still going at the Eye Street Bridge. They have about one month to go yet.

J. R. Reeves have several small local jobs and are still working at Lincoln.

Moore & Roberts, Truett-Fisher & Shields are still working at McClellan Field. There's still about a month's work left.

Telephone Projects

Archibald Construction Company have just opened an office in Sacramento, and expect quite a lot of work for the Telephone Company. This will furnish work for the Engineers. They also have a Trencher working for the Telephone Company relaying lines in Marysville.

Pacific Pipeline Construction Company have moved to another job, which is just outside of Roseville. This is a P.G.&E. job.

Lord and Bishop have a cobblestone job two miles out of Knights Landing. There are two cranes on the job. They also have one crane at Folsom.

Excavation Work

A. Teichert and Gist at the Signal Depot have most of the excavating completed. MacDonald and Kahn have several machines there and Van Valkenburgh has considerable equipment on the job, which has been straightened out. The Sanitary System contract has not been let to date. Most of the Sewer System is in. There are four Warehouses under construction at this time.

The Rice Mill job in West Sacramento is nearly completed.

Atkinson Construction Company at Scott's Dam still have about 40 members and will be there about one more month. Henry Glacken, formerly of Grantfield & Farrar & Carlin is the superintendent.

Bonahan & McKain at Washington are just getting started stripping one million yards off the hill above the Old Spanish Mine. They estimate they have a 3-year job there. We expect to be able to report that this job is straightened out and that we have a signed agreement soon. They have a Lorraine Shovel on the job and the stripping will be cat work. Bill Smith, formerly of Minnus & Moody, is the superintendent.

Colusa Holds Up

Morrison-Knudsen are still going strong at Colusa, working the levee from Colusa north along the Sacramento River. "Darkey" Darkenwald is keeping this job well in line. Norman Kelley is running the Rock Plant for M-K out of Marysville. This plant is going along O.K. with sixteen engineers on the job. Their dam job at Norden is still using several members. It should last another month.

Yolo Development Company are land leveling out of Walnut Grove, while the River Pines Development Company and Harms and Larsen are doing some land leveling at Isleton. The River Pines Company has just completed their work at Steamboat's Slough. Montgomery & Konkey are also land leveling at Walnut Grove. We expect to have a signed agreement with this firm before the next issue.

Canning Extension

Austin Construction Company have started their \$626,000 job for extension of the West Coast Can-

ning Company on Campbell Street in Sacramento.

H. Earl Parker has the shops clean. Brother Bill Wigndon is tapping the piles for the anchoring of the mats at their Knights Landing job. They have two Draglines dressing up the slopes. Most of the cats have left for Fairfield. They also have a \$286,242.56 contract for 3 1/2 miles of construction on the road between North San Juan and Comptonville. They are expected to start soon.

The contract for the preliminary work at Folsom Dam Site has been let to the Michell Diamond Drill Company at \$26,630. This portion of the dam will be under way when this issue is out.

Eight members of Local No. 3 are keeping the Kaiser Plant at Oroville in pretty fair shape.

Stanfield is doing considerable land leveling in this district. All their equipment is out in the field.

Lester Rice has kept his hot plant smoking quite steadily. Charlie Loyd is handling this equipment.

Sewer Contract Let

R. Goold & Son of Stockton have a \$90,071.98 contract for construction of a Truckline Sewer in 18th Street and North B, Sacramento.

A. Teichert & Sons have been awarded contracts for the improvement of:

Alley between O & P from 22nd to 23rd St., Sacramento, \$1,533.80.

San Diego Way, 5th to 8th Avenues, Sacramento, \$6,703.00.

34th Street from 10th to 12th Avenues, Sacramento, \$4,276.50.

Proposed Jobs to Be Let:

Sacramento County, North Sacramento to Howe Ave., \$1,924,000.

Placer County, Nevada Street to Auburn, \$318,000.

El Dorado County, Clarksville to Shingle Springs, \$373,000.

Yuba and Sutter Counties, Feather River at Marysville and Yuba City, \$2,183,000.

Yolo County, Bridge and approaches at Tule Canal, \$74,500.

Glen and Butte Counties, Bridge and approaches Big Butte Canal, \$50,000.

Solano County, Ignacio Wye to 1 mile south of Petaluma, \$1,994,000.

Planned Building:

Sacramento Municipal Airport, Construction of buildings, \$100,000.

Sacramento, Rebuild Bercut-Richards Packing Company Freezing plant, which was destroyed by fire, \$250,000.

Davis, University of California Campus, new Food Technology Building, \$500,000.

Morrison-Knudsen is moving the Wooldridge Cobras to Colusa from Fairfield. Some operators are leaving with them. Some lay-off is expected on the crusher and rocking of the runway, since the crusher can't produce enough rock.

Stolte is still working several of our members at Fairfield Airbase.

Batch Plant Steps Up

Morrison-Knudsen Batch Plant is on half production basis and will be running full capacity soon. Morrison-Knudsen's Asphalt Plant is complete, but it will be some time until it is in operation. Excavation on the runway is about finished, but additional excavation

(Continued on Page 5)

Bechtel starts big plant in Fresno area; post-war job situation holding up

By H. L. SPENCE

Business Representative

Fresno—The W. A. Bechtel Company are starting to build a million and a half dollar absorption plant at Burrell, California.

The Industrial Pipe Line Company is building the cement plant at Hub, California. Brother Eugene Muir went down to start unloading some equipment with a sideboom cat.

The Pacific Pipe Line Company has 20 thousand feet of the piping to be put in near Burrell.

Macco Construction Company's pipe line job up at Florence Lake is a real tough job but they have a good bunch of Engineers up there, I know, for I have been up there and watched them work.

Work on Tunnel Job

Callahan Construction Company has a job repairing the tunnel from Florence Lake to Huntington Lake. They also have a good bunch of Engineers. I would like to have the job on the dozer spreading gravel in the tunnel. Oh, boy! that would be just right.

The Trebor Corp. was the first outside company to start leveling land in Madera. This company put in a year at Madera and for the last six months they have been building a dam in the Los Banos Hills. Still have another 90 days to go. They have four cats running two shifts. Their superintendent is Brother Van J. Salvador.

Friant Canal Work

The Peter Kiewit Company has started digging ditch with their 5-yard Monoghan on the Friant Kern Canal. Mr. Wasson is the superintendent on this project. Brother Frank Sutton, just recently discharged from the Army after serving overseas, is "chief" oiler on the Great Monoghan. They also have about 6 cats working. The Steward on the job is the "Mayor of Friant," Brother A. G. Perry.

Louis Biasotti & Sons road job at Los Banos is going okeh with Brother Bill Mathews as superintendent.

Frank Marks & Sons have a couple of weeks left to finish up crushing the rock for this job.

Bill Lyle has a 6-inch pipe line near Visalia.

Griffith Company has about 60 days work on a levee on the St. Lawrence River near Visalia.

N. M. Ball & Sons got orders to

finish the Merced Air Base after moving most of their equipment out on other jobs.

Morrison Knudsen have a job driving piling for a railroad bridge at Madera.

The Industrial Pipe Line Company's repair job on the Shell line has moved on up between Newman and Tracy. They are moving right along with Glen R. Barnett, Steward on the job.

Leveling Still Good

The landleveling is still going good with Moody and Company down around Dinuba and Reedley. Kritzer Equipment Company doing lots of land leveling around Fresno. Bill Ericson has three rigs leveling land on the west side.

J. E. Haddock Company doing quite a number of jobs around Fresno.

Down around Avenal and Coalinga H. O. Collins' cats are going strong with Brother Wilbur Sparks as General Manager.

I understand that Mr. Thompson is going to take over Brown Materials Transit Mixers.

Notice to Members!

The Fresno office is open each Thursday night from 7 to 9 p.m. for the convenience of the brothers. The monthly meeting is on the fourth Thursday of the month. The date for the next monthly meeting is October 25th.

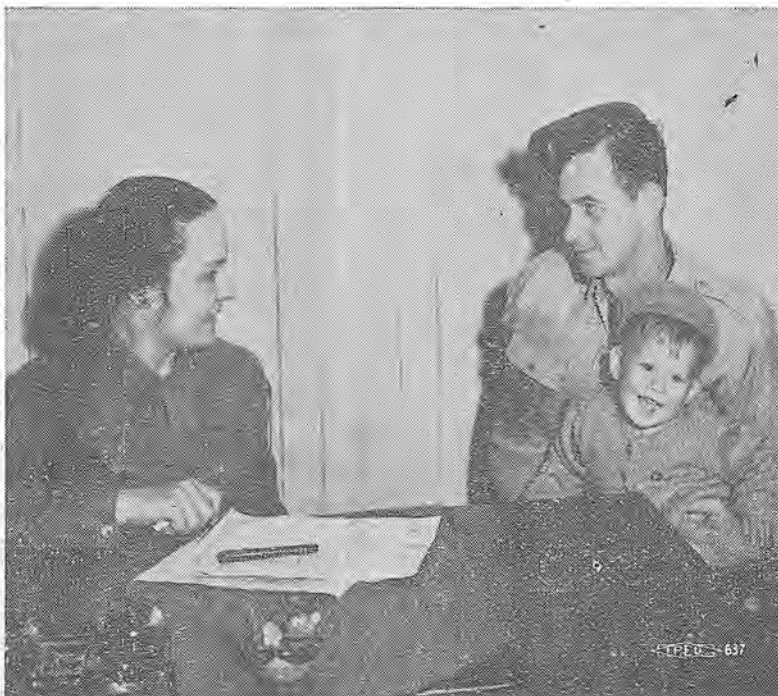
We have received word from our Major Petersen who is now on his way to Japan and has been given command of the 821st Avn Engineers. Good luck, Pete!

Brother Ray Kepley, who has recently joined the ranks of Uncle Sam, was in to visit us while on a 15-day furlough. Looks good.

The Japanese have announced they will "punish" their war criminals themselves. Punishment will probably consist of making them repeat the word "hara-kiri" 100 times.

Your war chest donations help returning vets, needy peoples

Services for returning veterans as well as for the boys still overseas have a high priority on funds being raised by War Chests during the month of October. After the long wartime



separation from their families, many veterans need assistance to ease their way back to civilian life. Some will need specialized facilities of Chest agencies for handicapped persons. Others find their children in need of health or child care services. War Chest funds also will go to USO for entertainment of servicemen still on the job, and for relief of victims of war in Europe, China and the Philippines.

He Passed All Right

In the University of Wisconsin, students undergoing an examination in English were asked:

"Write out examples of the indicative, the subjunctive, the potential, and the exclamatory moods."

To which one struggling pupil complied with the following:

"I am endeavoring to pass an English examination. If I answer 20 questions I shall pass. If I answer 12 questions I may pass. God help me!"

Buick Motors Heading For Old Hoover Days

Flint, Michigan

The Buck Motor Co., division of General Motors Corp., plans to pay its low prewar wage rates when production starts, it told union officials, but it is working hard to get higher prices for its cars.

Report Reveals Marked Drop In Aircraft Labor

San Francisco, Calif.

There were fewer production workers employed in the aircraft industry in California at the time of the surrender of Japan than in the week following Pearl Harbor, Paul Scharrenberg, Director of Industrial Relations, announces. When Japan laid down her arms, 111,200 wage earners were at work in the State's aircraft plants compared with 135,000 in December 1941. In August 1939, production workers in the industry numbered 17,600. Peak employment in the industry was reached in 1943 with 245,000 plant workers.

There are few gluttons when it comes to food for thought.

Oakland man tells some facts about pay scales

Washington, D. C.

Some economic facts were pounded home before the Senate labor and education subcommittee by Patrick W. McDonough, owner of the McDonough Steel Co., Oakland, in support of the bill for a 65c minimum wage (S. 1349).

"Employers never raise wages unless they are forced to," he said. "High wages and high production are synonymous. Profits increase with an increase in wages. Higher wages cause better production."

McDonough is a director in the U. S. Smaller War Plants Corp. and during the war produced steel invasion boats, cutting the cost to the U. S. from over \$25,000 to \$12,000—the lowest figure in the country while at the same time paying the highest wages.

This unusual business executive said "I have seen wages increase from 20c an hour to \$1, and the end cost of the product in our line is less than it was 40 years ago." He credits this to improved methods and mechanization.

Elaborating on his wage theory, McDonough said "I have never seen an increase in wages freely granted in a competitive field. Wages necessary to sustain life in a good standard of living will not be paid by some employers unless it is obligatory."

A Friend at Last

The late Irvin S. Cobb attended a dinner at which a number of theatrical stars were present. The toastmaster, in introducing one of the celebrities, remarked:

"When this man arrived in New York some years ago, his shoes were thin, his suit was threadbare, and he wore a battered hat that had seen better days. But it didn't take the big city long to discover that under that old hat there was something else besides hair."

At this, Cobb leaned over and whispered to his dinner companion:

"It's about time someone put in a good word for dandruff."

News from the San Francisco office

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

San Francisco—At Hunter's Point increased activity has taken place with additional work starting there: Eaton & Smith are still working two shifts on their excavation job with several of the brothers being kept busy.

Gerwick, Morrison & Twaits job is still in progress and will be for several months. There still is a large amount of pile driving work to be done, with the fill work yet to be completed after the pile driving is finished.

Construction Aggregates Co. are still busy bringing in sand for the G.M. and T. job and are keeping several of our brothers busy.

Barrett & Hilp have started their new building job and have two rigs busy already.

Raymond Concrete Pile Co. have the pile driving job on Barrett & Hilp project, two drivers in operation, on two shift basis with a cat and boom truck, also.

Harry Lee has one trenching crew and crane crew busy on his sewer job.

Cahill have about completed their large building job. Very little

work left for our Engineers there.

Guy F. Atkinson Co. are busy on their building and excavation job with several Brothers being kept busy. Raymond has the pile driving on this job, with one rig working at present.

M. J. King job is still in progress, with one hoist still in operation.

Other Work in Area

Healy Tibbetts are still busy on their sewer job at 48th Avenue, with three rigs still going. They are also starting a new sewer job on Napoleon Street.

Eaton & Smith sewer job on Guerrero Street is still in progress.

Flatland has a drainage job in operation on O'Shaughnessy Blvd. with a few Brothers employed.

Lowrie Paving Co. have a job for the P. G. & E. on Illinois Street laying underground conduit.

Piombo Bros. have a large excavation job at Third and Mariposa Streets for the Bethlehem Steel. Several rigs are busy on this job.

Pacific Pavements hot plant is still in operation running stuff for the city most of the time.

Fay Imp. Co. have several small jobs scattered throughout the city.

Along the Waterfront

On the Army barges working out

of Pier 39 are a bunch of old-time brothers, who are without doubt the most able-bodied and efficient group of Engineers ever assembled for one outfit. They are operating some of the largest floating rigs ever seen in this area.

Pacific Steve. Co. have several of our brothers still being kept busy at Piers 44, 45, 48-B, 50 and 90 handling all kinds of freight for overseas.

The other Stevedoring companies are keeping several of our brothers occupied along the front.

The truck crane outfits are all busy on all types of work at present, scattered throughout the territory.

Here and there with the Brothers:

Probably the most welcome visit we ever had in this office occurred a few days ago when Brothers Toby Davis, Bill Stube and Joe Morgenthaler came into this office. As some of you probably do not know, these brothers were employed by P.N.A.B. on the Island of Guam and they were captured by the Japs and were held prisoner by them on the Jap mainland for some 40 odd months. These brothers really have a story to tell and

they have certainly suffered at the hands of the Japs. It was good to see them back among us. All we can say is WELCOME HOME!

Brother Nels Strandberg writes from San Diego Naval Base where he is in training, saying that everything is fine.

Brother C. A. Sneed is back in the states after spending a couple of years over in Arabia.

Brother Royal Winfred is confined to his home with a crushed foot suffered while at work.

Chester A. Scott wired his family that he was on his way home from overseas.

San Mateo and Vicinity

Work in the territory is on the upswing, even though the Macco M. & K. job at Mills Field is about completed. There is one thing I wish you Brothers would bear in mind and that is the big \$20,000,000 job at Mills Field which is a Bond Issue for the City and County of San Francisco for November 6th. PLEASE VOTE as about 80% of this money will go for sewer construction, drainage and various other classifications of excavation coming under the jurisdiction of our local union. It will also make

San Francisco the leading airport of the Pacific Coast.

The Belmont Airport is about to start on their \$140,000 job. There is also a move on by the Civil Aeronautical authority to build a large airport somewhere in the vicinity of San Mateo, Belmont and San Carlos.

The California Paving Co. received approximately \$90,000 for home building construction which covers streets, sidewalks, sewers, etc. Incidentally, Gordon Johnson has accepted a position as equipment foreman with them.

The Union Paving Co. has a building job in operation at Redwood City and the Peninsula Pacific Construction Co. of Redwood City also has a number of small jobs in the building industry. Streets, sewers, sidewalks and such in connection with new home building in the county is our largest employment project at the moment.

Macco's and other rock plants in the county are proceeding about as usual. L. C. Smith Co., Guy Atkinson Yard, Western Pipe & Steel and various small contractors in the county seem to have plenty of work.

AFL DECLARES WAR! State Federation Pledges Backing In CIO Battle

(Release from office of California State Federation of Labor)

San Francisco, Calif.

Condemning elements within the California CIO who have attempted to raid and invade AFL unions, the Executive Council of the California State Federation of Labor at its recent quarterly meeting adopted two resolutions calling upon the AFL unions in California to close ranks. One of the resolutions, charging the CIO

with a campaign of disruption, slander and abuse of AFL unions and their leaders, declares that such practices cannot be tolerated, and that this disruptive campaign must be resisted with all the force and might of the powerful AFL unions. The resolutions state clearly that the AFL, with a membership of more than 1,000,000 as against the CIO's claimed 100,000 members, could easily repel these jurisdictional invasions and proceed with its own strength and invigorated drive to organize the unorganized workers in the state.

PLEDGE RESOURCES

The Executive Council pledged its entire resources and those of its affiliated unions to move as one united force to crush the disruption and jurisdictional invasion attempts of the CIO unions. Central Labor Councils have been requested to call special mass meetings of the entire AFL leadership in their respective communities to inform their membership of the CIO's campaign and to establish special committees to be inclusive of all AFL elements and to act as steering committees in meeting these attacks. Every channel of publicity is to be utilized to acquaint the public with the position taken by the AFL.

The other resolution supplemented this one and also made provisions for circularizing this position to other AFL unions in the rest of the country.

ASK 48 FOR 40

Another resolution of importance adopted by the Council called for 48 hours' pay for a 40-hour week. This resolution recognized that the revoking of Executive Order No. 9607, which established a 48-hour week, and the contract cutbacks in the war industries upon the conclusion of the war have brought about a 25 per cent cut in the take-home pay of the workers, while the cost of living has gone upward. Cushioning the disparity between a decreasing income and a rising cost of living, this plan of paying for 40 hours work with 48 hours' pay will help in the transitional period.

POST-WAR PROGRAM

A comprehensive statement dealing with the post-war period as well as the problems of conversion facing labor in California was

adopted. This statement analyzes the status of labor in California in the transitional period through which we are now going, and outlines the work that the Federation has been carrying on. This includes support for certain federal legislation, the request for a special session of the State Legislature and other recommendations reported upon in previous issues of the News Letter.

A number of other resolutions were adopted dealing with price policy. All of these will be reported upon in the regular minutes of the Council which are mailed to all of the unions.

Patience Triumphs!

Two little morons each had a horse. They wanted to discover a way to tell the horses apart. So one moron cut the ears off his horse. The next day the other little moron's horse bumped into a circular saw and got his ears cut off.

So the morons couldn't tell their horses apart again. One moron cut the tail off his horse and the next day the other horse backed into a machine belt and got his tail cut off.

So again the morons couldn't tell them apart. They didn't know what to do; they just had to tell the difference. So they decided to measure the horses to see if there was any difference in size—and sure enough they found out the black horse was 3 inches taller than the white horse.

JUST WARMING UP

The gnarled devotee of Dionysus entered a saloon and said to the bartender:

"I hear you keep good rye. Pour me a triple shot."

The triple shot slid down.

"I dunno," hesitated the toper, shaking his head dubiously. "I'll sample another triple shot."

The second triple slid down.

"Well, yes, it's not bad for wartime. Now I think I'll have some."

A science note says there are 50,000,000 insects in one square mile of air. Of course there are; didn't everyone of them land on our neck when we were fishing out at Clear Lake?

Sacramento

(Continued from Page 3)

on the Taxiway, etc., will last until the rains set in. M-K have a Northwest and Monagan busy digging an eight-mile ditch for Storm Drainage.

The M-K railroad is starting and we have openings for Firemen and Switchmen. There are several members as Shifters and Superintendents on the Fairfield job, among them are Ray Austin, Roy Copley and Dick Cooper.

There are about 400 members on the Fairfield job to date.

Brother Roy Bishop was recently discharged from the Army at McClellan Field and is now working for Teichert & Sons. Other brothers who were in recently and deposited their Service Withdrawal Cards were Ornburn Gray, John Lundgren and A. G. Veracruzsen. Brother Veracruzsen states that his brother, also a member of No. 3, is now in the Philippines and hopes to be home by Christmas.

We are very sorry to report the death of Brother Thomas N. Davis in Paris, Texas. Our deepest sympathies go out to his family and friends.

REMINDER! For the information of members in the Marysville district—there is to be another representative in this district, so any complaints or inquiries should be reported at either this office or the Marysville office.

NOTICE TO ALL MEMBERS! There is to be an informal meeting of Operating Engineers Local No. 3 at the Labor Temple, 8th & Eye Streets, Sacramento, on SUNDAY, OCTOBER 21, 1945 at 8:00 p.m. Come in and report conditions on your jobs, obtain information, etc.

NOTICE to any member of Operating Engineers who are or who intend to go to work on a Gold Dredge. Please contact the nearest Local No. 3 office, for Local No. 3 is going to make an honest effort to organize the dredges.

IMPORTANT! Now that the war is at an end and gasoline rationing a thing of the past, each and every member should comply with Section 9 of Local No. 3's Trade Rules as follows: "All members before reporting for work must have a clearance card from the Business Representative covering the area in which the work is to be performed." This is very necessary now, to enable us to establish our new rates. All members are requested to comply with this section of our Working Rules.

The Sacramento office will continue to remain open each TUESDAY and FRIDAY EVENING from 7:00 p.m. to 9:00 p.m. The office is open for business on these evenings, so members may pay dues, report conditions, and obtain general information. We are requesting that you take advantage of this opportunity and the office is kept open on these nights for the convenience of our members.

The Fairfield office will continue to remain open until 9:00 p.m. on WEDNESDAY EVENINGS, with Brother Chet Elliott as the business representative on the job.

'To Be Forewarned'

A tall, tough-looking sailor entered a Loop rifle range in Chicago with a pretty girl. They took turns knocking down pipes. The sailor scored 5 out of 20. Then the young miss amazed onlookers (and her escort) by knocking off a perfect score.

"There you are, baby," she said serenely, taking his arm. "Now behave yourself."

BARGAIN WANTED

A Scotchman went out to a local riding stable and told the boss he wanted to rent a horse.

"How long?" asked the boss. "The longest you have," replied Jack, "there's three of us."

Big things coming up, but San Jose area jobs very much lagging now, report

By M. G. MURPHY

Business Representative

San Jose—Brothers, in this district, we are still waiting (but impatiently) for new work to develop.

At the present time we have about seventy of our worthy brothers employed by Everest and Kewitt at Moffett Field but if the Navy doesn't hurry up and raise enough money so WE can proceed with building a bigger and better runway, I am afraid that we will have a number of the brothers on the "Unemployed List" as the taxi-ways and aprons are fast nearing completion.

Before signing off on this job, I wish to say that never before have I seen a job of this size run so smoothly, thanks to the cooperation of our good brothers and also the splendid supervision of our ex-brothers, Bud Hall and Mr. Brown. (Better known to many of you as "Brownie.")

Await Highway Job

We are also waiting to get the "Go" signal on the Bayshore Highway. I have discussed this project with some of the County officials and it is their opinion that there will be a delay on this job until Spring. However, if and when we do have a more definite date as to when this job will start, I will inform you by this paper.

Bond Election

There is to be a special election held here October 17th, at which time the people of the City of San Jose will vote on the following propositions:

PROPOSITION NO. 1

Shall the City of San Jose incur a bonded debt in the sum of \$1,700,000.00 to construct new storm sewers to separate storm water from sewage in order to eliminate overloading and permit the proper treatment of such sewage, and to make necessary additions to the existing sewer system?

PROPOSITION NO. 2

Shall the City of San Jose incur a bonded debt in the sum of \$460,000.00 for the purpose of constructing and completing upon lands now owned or to be acquired by said City, parks and recreation areas, including outdoor swimming pools and other recreation facilities?

PROPOSITION NO. 3

Shall the City of San Jose incur a bonded debt in the sum of \$225,000.00 for the purpose of building and equipping an adequate corporation yard upon lands now owned, or to be acquired by said City, said building or buildings to be used, among other things, for storage, repair and maintenance of vehicles, equipment, machines, tools and supplies of City?

PROPOSITION NO. 4

Shall the City of San Jose incur a bonded debt in the sum of \$1,450,000.00 for the acquisition of the necessary land whereon to construct, and the construction and completion thereon of an adequate City Hall, including, among other things, the furniture, fixtures and equipment thereof?

PROPOSITION NO. 5

Shall the City of San Jose incur a bonded debt in the sum of \$338,650.00 for the construction and acquisition of new fire stations, together with the necessary furniture, fixtures and equipment therefor, on land now owned or to be hereafter acquired by the City of San Jose, for the modernization of existing fire stations, and for the installation of necessary fire hydrants?

PROPOSITION NO. 6

Shall the City of San Jose incur a bonded debt in the sum of \$410,000.00 for the improvement of the public street system of the City of San Jose, said improvement to consist of street work including opening, widening, ex-

tending, straightening, relocating, constructing, grading, paving and improving of public streets, or portions thereof, in the City of San Jose, as well as the acquisition of necessary lands, rights of way and easements; and for the construction and acquisition of subways, overpasses, underpasses, lighting facilities, traffic signals, bridges and other necessary or convenient works, property or structures?

I sincerely hope all of these propositions will carry as they will benefit the community greatly and create employment for many of our men.

Big Industry Comes

Yet another industry comes to San Jose. The Beechnut Packing Company is soon to start construction on an \$800,000 fruit and vegetable cannery. The location of this plant is to be at Phelan Avenue and Seneter Road where the company recently purchased a tract of land consisting of twenty-three acres. This plant should mean work for many of our brothers as there will no doubt be considerable excavation and steel erection.

Moss Landing—Permanent Metals are progressing slowly on their brick yard which will be an addition to their present plant at that site. We still have nothing definite as to when the construction of the wharves and docks will commence. Everything is still rumors.

Monterey—There is nothing new to report in regards to the proposed improvements of docks and facilities.

I understand that Salinas is going to expand its sewerage system in the near future and no doubt some of the Oakland contractors will be bidding heavily on this.

Airport Situation

I assume many of the brothers have read articles in the newspapers where the Navy has announced their intentions of abandoning air ports in Monterey, Watsonville, Hollister and King City. We are sorry to hear of this as it will mean considerable loss of work to our men and contractors in those localities as there has always been a number of men engaged in the maintenance and new construction on these bases.

A. Teichert & Son have nearly completed their resurfacing job at San Ardo and I have been informed that they will be moving into the Sacramento district very shortly.

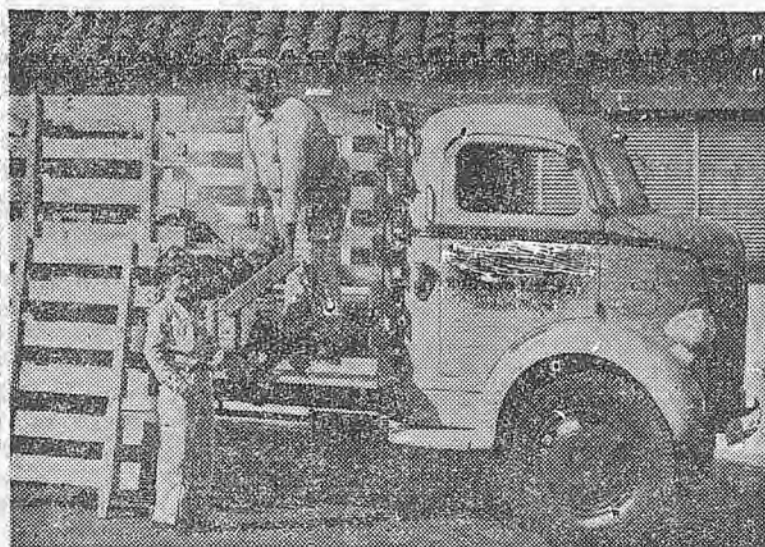
Well, brothers, this is not a very lengthy report and there are no jobs of any great size in progress in this district at the present time but I am happy to say that we are managing to keep all of the brothers employed with the exception, I might add, of a few who might possibly be out trying to snare the elusive buck.

News of Our Brothers

We regret to have to report the passing of our brother, R. B. Harris, who died Aug. 28th, after a year of illness. Brother Harris formerly worked at Permanente. . . . Brother Ed Caton is at present confined to the San Jose Hospital with a broken foot where he expects to stay for a couple of months. . . . Brother A. J. "Archie"

(Continued on Page 7)

And They're Union Men!



Biggest and smallest teamsters in Southern California is the membership claim of Local 381, Intl. Bro. of Teamsters (AFL). And here they are—80 pound driver David Canet and Tony Villa, his 280 pound helper. (Federated Pictures)

Expect new road projects in Stockton area to keep up high employment level

By ED DORAN

Business Representative

Stockton—A. Teichert & Company have a line quarry between Ione and Jackson—there is a crusher and screening plant in operation, one dozer and shovel. Brother Roberts is running the shovel and Brother Boomer is operating the dozer. Both are stewards on the job.

Kiewit-Everist & Johnson on Rough and Ready Island are about finished with the fill for the warehouses, and Ross Westbrook Company have been working for about two months paving on the open storage areas. This job is now completed.

MacDonald & Kahn, Teichert, & Pollock Company are paving the deck of the dock on Rough and Ready Island. This job is expected to last until the first of the year. However, there has been a cancellation of contract on the piledriving, so expect to finish the driving this month.

CORRECTION: In the last issue of the Engineers' News, it was reported that Hi Morgan was superintendent of the crane which broke the Reconsignment Point record of 61 cars loaded in eight hours. Instead of Hi Morgan, it should have read Brother "Pop" Ray. Sorry about this error.

Brother Howard C. Groves was a visitor in the Stockton office recently. Brother Groves stopped off on his way to Camp Beale for discharge from the Army. Brother Groves was a G. I. Buck Private for 15 months when he qualified for Air Cadet Training. He has been flying all types of Army planes, and was flying B-25 when notified of his Army discharge. Groves is a Captain A. A. F., his home is on a ranch at Framington. Before entering the Army he worked at the Stockton Flying Field, Lathrop Holding & Reconsignment Point, and the Stockton Ordnance Depot, then he was employed at the Richmond shipyards, from there entered the Army.

Dredge Work Started

Dredging of McLeod's Lake and the entire shallow draft portion of Stockton Channel to restore the depth to a minimum of nine feet was started today by the U. S. Army Corps of Engineers.

Working three shifts daily, the crews of the Alamitos, suction dredger leased from the Case Construction Co., Los Angeles, will move 106,000 cubic yards of silt and straighten underwater deviations in the channel. The tailings will be pumped through 16-inch pipe into the Fremont Street arm of McLeod's Lake, which has been walled off from the remainder of the harbor by a steel cofferdam.

The project is estimated to cost about \$30,000 and will require approximately 30 days. Some 2000 feet of pipe will be required for the maximum carry to the site of the fill.

Ranch Levelled

Frederickson & Watson Co. have bought a ranch at Bethany, and are levelling the whole ranch using members of Local 3. Twenty Engineers are working on the job with Les Nedrow of Stockton acting as Steward. Brother Ted Krieger is superintendent. This work is expected to run until the rains set in.

Stockton Construction Co. have finished with the sewer job at Stockton and are ready to start another, providing the Engineers will come back from deer hunting.

H. A. Foursha visited the Stockton office. Brother Foursha has a 30-day furlough and has been helping as out by running a dozer for a few weeks.

The Pacific Bridge Co. is prospecting for gold out of Copperopolis. Brother Gus Matzek is running a N.W. shovel and Brothers Clint Miller and Herb Boland are repairing and rebuilding an old stamp mill which formerly carried

140 stamps. This job, if the gold is there, will involve about 3 million yards of muck, and will be excavated out of an open pit with power shovels. Here's hoping they discover lots of pay dirt.

Just adjacent to Pacific Bridge's Royal Mine is the Mountain King Mine which also intends to mine out of an open pit. Brother Bill Buckman is operating the N.W. shovel here. This job involves approximately one million yards.

While on the subject of mining, would appreciate it very much if any members of Local 3 who are working in mines or on doodle bug dredges would please notify the nearest office of the Engineers' Union. Drop us a letter giving instructions how to locate you. We are interested in the activities of the gold mining industry.

State Road Plan Told

Start of California's postwar highway program calls for the construction of about 27 miles of divided, four-lane highway on routes in and adjacent to San Joaquin County. Total cost will be approximately \$3,141,000.

Announcement of the program came from Charles H. Purcell, director of public works and chairman of the State Highway Commission. Ultimate total spending on the postwar program will be \$115,000,000, of which \$47,927,000, including the projects for this area, will be advertised for bidding prior to June 30, 1946.

Roads to Lodi

Largest segment of the four-lane development will be on State Route 4, or Highway 99, from the Calaveras River north of Stockton to the City of Lodi. A second two-lane highway will be constructed east of the present road into Lodi at a total estimated cost of \$1,112,000. The project will conform to plans for the ultimate relocation of Highway 99 east of Stockton, which will take off at the Calaveras River, follow Drake and LaSalle avenues and join the existing Highway 99 at the junction of the Mariposa Road southeast of Stockton.

District Engineer Paul Harding said that purchase of rights of way for the relocation have not been completed, but that bids probably will be called for shortly after building of the four-lane section to Lodi gets under way. Of 176 parcels required, 66 remain to be purchased.

South of Stockton

An additional 12 miles of divided four-lane highway will be constructed on State Route 4 south of Stockton. One stretch, from one mile north of Ripon to Salida, is partially in San Joaquin County. Cost of the project is estimated at \$738,000, including a new bridge across the Stanislaus River.

The other unit on State Route 4 is from a point one-half mile south of Atwater to the terminus of the present four-lane roadway north of Merced. Estimated cost is \$551,000.

Congestion of traffic between the Mossdale "Y" and Tracy on State Route 5 (Highway 50) will be relieved with addition of two lanes from the junction of the Grant

(Continued on Page 7)

Bigger jobs in Redding region coming up soon

By E. A. HESTER

Business Representative

Redding—At last we are going to have some work in this district. The Bureau of Reclamation has released the information that work on the completion of Keswick and Shasta Dams will soon begin. We think bids will be called for some time during this month.

The State Highway Commission has allotted \$638,000 for widening, grading and surfacing Highway 99 between Red Bluff and Dunsuir. Also, there has been a large sum allotted for work on Highway 299 in Trinity County. The only Highway work going on in this district now is repair and seal coat. J. Henry Harrison finished their contract and have moved back to the Bay Area. Larson and Harms just started on their \$46,000 repair and seal coat job near Montmogery Creek on Highway 299. Jim Shelton is their superintendent. The Hayward Building and Material Company of Hayward was recently awarded a fair sized patching job on Highway 99 near Yreka. W. C. Railing has just started his crushing plant and dragline at Anderson to crush 20,000 tons of rock for the Deschutes logging road. Mr. Dwyer is superintendent there. There are two or three other small jobs in this district that will get under way soon.

Gold Mining Booms

The rapidly growing Gold Mining Industry keeps right on rolling and I look forward to expansions in the months and years to come. We have several members working in this industry and expect to have many more.

Surprising to be said, I think Rudy and Son will finish their highway job in Nubieber in another month. This job has been roughed through with members from Local 12, farmers, non-union members from the community, and a big majority of Local No. Three's suspended members. Let me say again to you suspended members: "Get right with the Union or the going to be tough." I have reason to believe that the new superintendent, Mr. McGagin is doing all he can to straighten things out. Bob Russell is stinging for McGagin.

Curley Duncan Back

Brother H. C. (Curley) Duncan, after traveling far and wide comes home for repairs. Curley was one of the first men to land on Wake Island in 1940. He finished his contract there and got out a few days before the Japs took over. He came back to the States and shipped out to Puerto Rico where he operated a 120-B electric shovel on defense work for 15 months. He came back to the States again and this time joined the 154th U.S. Army Engineers. He was sent to the Pacific theater where he spent 21 months. He traveled to Australia, New Guinea, the Philippines and other islands. He holds the Asiatic Ribbon, Philippine Liberation, the Coral Sea and Good Conduct Medals, and three stars which represent three major engagements. He received a severe back injury in the battle of Leyte. It looks like a bullet wound to me but Curley denies this and I think he does so because it is in his back.

Tying the Score

In a crowded streetcar, a very thin lady was greatly discomfited by the pressure of an extremely fat lady, who sat next to her.

Turning to her other neighbor, the thin lady remarked: "They really should charge by weight."

To which the fat lady replied, "But if they did, dearie, they couldn't afford to stop for some people."

Councils of bay region boost war chest fund

An intensive 3-day Building Trades Victory Campaign for the War Chests of San Francisco, Oakland and other East Bay communities, endorsed by the Building Trades Councils of San Francisco and Alameda County, and 27 participating unions, was scheduled on construction jobs in the Bay area, October 17-18-19, Dewey Mead, president of the San Francisco Council, and Herb Albers, president of the Council of Alameda County, announce.

Results of the Building Trades campaign were to be announced publicly, both in San Francisco and Oakland, October 22.

The plan, worked out by the Councils in cooperation with War Chests of the Bay Area and employer groups headed by Felix Kahn, will provide special pledge cards identifying contributors as members of building trades unions.

This method of solicitation will give accurate recording of the total gift of building trades unions, the Council officials say.

Eight Hours' Pay Goal

Following the recommendation of AFL bodies nationally and locally, members are urged to give at least 8 hours' pay. The brief period of the building trades campaign will cut out the possibility of members working on short-time jobs being solicited more than once.

Employers are expected to cooperate by arranging with the unions for solicitation on the job. Members working in one community and living in another may assign their contributions to the War Chest of their own communities. More than half of every War Chest contribution goes to the support of local community organizations providing health services, child care, recreational facilities and assistance with personal and family problems. Most of these services are available to any union member, regardless of the size of his income, Chest officials point out.

A part of every contribution to this final drive in the name of the War Chest will help to provide morale services for the boys still in the armed services and finish up the relief job in war-devastated areas of Europe, China and the Philippines.

Canada Scales 32 Per Cent Up Over '39 Index

Ottawa, Canada
Wage rates in 1943 were, on an average, 32.8 per cent higher than in 1939, according to a report on Wage Rates and Hours of Labour in Canada in 1943, recently issued by the Department of Labour. Taking 1939 rates as a base, of 100, the index of wage rates for each of the succeeding years is as follows: 1939—100; 1940—103.9; 1941—113.1; 1942—122.5; 1943—132.8.

Different Varieties

Litvinoff, visiting the White House, was served some delicious "Washington Cake." It was of white filling and white icing. Remembering it when on a train later, he asked a Negro dining-car waiter for Washington Cake, and the waiter brought some delicious chocolate cake with chocolate icing.

"This is a funny country," Litvinoff said to the waiter. "The last Washington Cake I had was all white. This is all dark."

"Well," replied the waiter, "in this country we had two Washingtons—George and Booker T."

Representative reports doings for North Bay

By H. O. "HEINIE" FOSS

Business Representative

San Rafael—Most of the brothers who had show-up time on the McEwen sub-contract have picked up their checks with the exception of Brothers Charles Wimberly, Perry Pratt, Ervin A. Teed. If these brothers will mail me a self-addressed envelope, it will be a pleasure to forward these checks to them.

In the case of the show-up time for the members working for Peter Kiewit, this matter is being taken up through the San Francisco office. Any member working on this job under pusher McCaffey, will please furnish me with a copy of their clearance and the money will be collected.

We find Piambo Bros. with a few rigs working for the U.S.E.D. on a rental basis, cleaning up what was once a big contract of the Ammunition Dump recently terminated. I understand there is to be a contract let on this project in the near future.

Brother Chas. Hoover and Eck have pulled in a large dragline in the reclamation project in the vicinity of Tiburon.

Fire Fighters' Brigade

The majority of the local contractors have had their equipment out fighting the large fire which has been raging in this vicinity for the last ten days. Now under control, we hope.

In the vicinity of Santa Rosa, we find Contractor Art Siri busy on many small construction jobs and opening a facing rock quarry in the vicinity of Sonoma. Understand Spaletta and Contractor Onsrud have pinched off a piece of the re-routing through Santa Rosa.

We find things rather slack for the Basalt Quarry at Healdsburg owing to the shutdown of the big cement pile yard at Petaluma; understand Ben Gerwick is negotiating to take over this entire yard and equipment. Basalt at McNear's Point is now on double shift getting out rock for Alameda Naval Air Station.

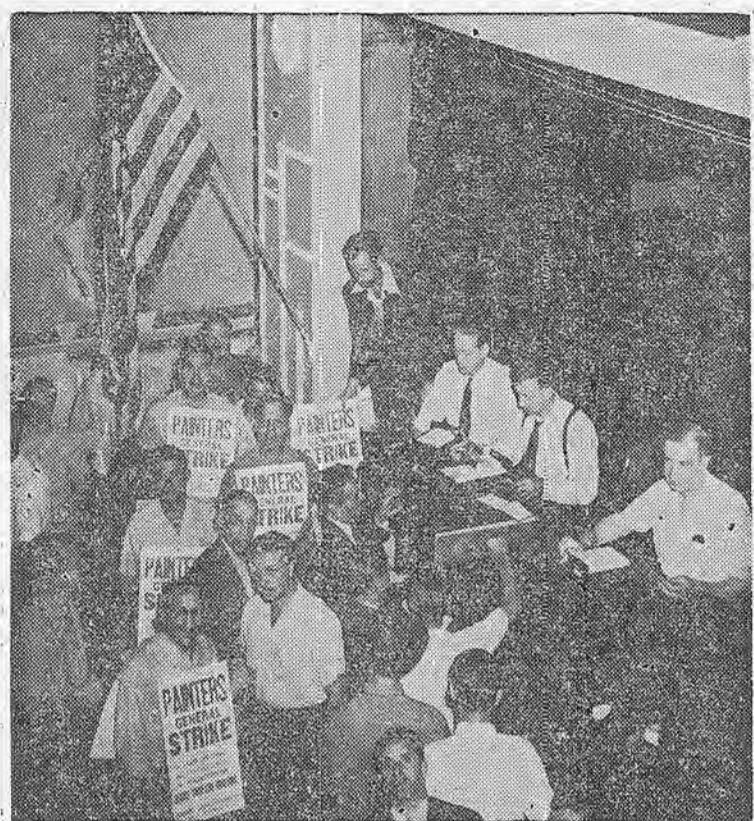
R. B. Guerin is getting strung out on his bridge and realignment job in the vicinity of Pt. Arena. The Conn Valley Dam contract by E. T. Connolley is on the verge of completion at this date. Understand that this contractor is bidding on the big dam of over two million yards of fill at Yountville. Bids coming up the 16th. E. E. Lowell busy at the present time on the road around the dam, is right on schedule and should be cleaned up within 30 days. Lowell must know some powers for the reason of his recent purchase of new equipment.

Sewer Bonds Pass

Mill Valley of recent date have passed a bond election of over two million and we may expect to see some sewers in this vicinity soon.

All members working. Brother Henri Dole hopes to be out of the service and reporting in soon. Also hope to see Brother Monvigan report in soon as we have a good job in his back yard at Pt. Arena. Also a job waiting for Brother Don Cameron on request. The following brothers have taken out withdrawal cards: Brother Spurgeon, who has purchased the Walnut Creamery in Petaluma; Brother Don Cook, purchasing the Delicatessen, 1006 Lincoln Avenue, San Rafael; Brother H. E. Dutcher is operating the Richfield Station in Novato. Any brothers passing through may stop and tank up. Sorry to report that Brother E. E. Hill has not completely recovered and that Brother Ralph Glover is confined to the hospital with an attack of polio which we hope is not serious.

Registration Before Victory



Striking painters register for picket duty in New York, where 10,000 members of District Council 9, Bro. of Painters (AFL), walked off their jobs following unsuccessful contract negotiations with Master Painters Assn. Strike ended in union victory after many contractors signed individual agreements granting demands for job security and wage increases. (Federated Pictures)

Do You Know?

—That four and one-half million young men have physical and mental defects that make them unfit for military service?

—That it is estimated that between 8 and 9 million men, out of 22,000,000 are not suited for general military duty because of reasons of health?

—That in 1935 the Public Health Service found more than 23 million Americans suffering physical impairment or chronic disease?

—That in 1940, the NYA examined 150,000 youths, and that out of each 100, 85 needed dental care; 20 needed eye adjustments; 19 needed to have their tonsils out; and that 12 required special diets?

—That the average man worker lost more than 11 days (13 for women) because of illness or injury in 1943?

—That in 1941, 21 out of every 100 American families had less than \$1000 income that year, and that people in families whose income is below \$1000 are sick about three times as often as those who have more money?

—That we need more public health service, that 40 per cent of all the countries in the U. S. with 15 million people in them have no registered hospitals, and that 40 per cent of our counties have no full-time health service?

—That the Wagner-Murray-Dingell bill should be passed because it broadens our social security program for all the people; that it sets up a means of collecting premiums on health insurance on a pay-as-you-go basis; that it provides for meeting all the doctor, medical, hospital problems of the average worker?

—That you should write your Senators and Congressmen to get off the dime and pass this bill, and quit listening to the croakings of the American Medical Association?

A SLIGHT ERROR

Fort Yuma, in Arizona, has often claimed the distinction of being the hottest place in the United States. A story is told of a soldier who lived there and died.

The night after his death his comrades were sitting around a campfire, when his spirit appeared and beseeched them to give him a blanket.

"A blanket?" they exclaimed. "Is it cold in Heaven?"

"Heck!" rejoined the spirit, "who said I was in Heaven?"

We must share our food with Europe people

How can the products of all countries be channelled to meet Europe's needs so that every country will supply its share? During the war the United States, Britain and Canada have developed Combined Boards to channel the world supplies of food and other strategic war materials to the places where they are most needed. These Combined Boards, sitting in Washington, keep informed on supplies available in every country. They know how much meat can be had in Argentina, Canada, USA and elsewhere. They know what countries can supply wheat, dairy products, textiles, metals and other materials.

Today the Combined Boards examine relief needs as well as war needs so that supplies can be bought from any country which has a surplus. The United Nations Relief and Rehabilitation Administration (UNRRA) comes to them for relief supplies and the Foreign Economic Administration (FEA) applies to them for supplies needed by countries like France and Belgium which buy their own products. The Combined Boards then portion out the amounts to be bought from different countries. War needs come first and relief needs must be met out of what is left. Since many vitally needed foods are in short supply all over the world this means that if starvation is to be prevented in Europe Americans must share some of their food.

As American workers we are willing to tighten our belts so that workers in Europe may be kept alive. We can spare enough to save Europe without any danger of undernourishment, though we may have less of some foods we like. We are willing to share the vital, strength-giving foods—milk, eggs, meat, fats—with the liberated people of Europe. But we insist that production in the United States be increased so that the supply will be adequate for us and for relief in Europe. It is the responsibility of the United States Government to see that this is done.

LABOR'S MONTHLY SURVEY,
Published by the A. F. of L.

Stockton

(Continued from Page 6)

Line Road to Mossdale. This divided highway also will require construction of a new bridge across the San Joaquin River. Total cost is estimated at \$689,000.

New Calaveras Bridge

Another San Joaquin County project is the construction of approaches and a new bridge across the Calaveras River on the Waterloo Road, or State Route 97, the main highway into Calaveras County and over Ebbetts Pass, at an estimated cost of \$50,000.

The connection between the West Side Highway (State Route 41) from Newman to Highway 99 at Livingston will be improved by construction of approaches and a bridge across Mud Slough at a cost of \$50,000.

Four-Lane Roads

Harding said that all the four-lane construction work will be of a type designated as "limited access freeways," which gives the State authority over the development of property fronting on the freeways. This authority, Harding said, prevents the growth of business areas along the highways and the ultimate reduction of the speed of traffic.

The Standard Materials Co. of Modesto have signed a Union agreement with Local No. 3. This agreement is the same as the A. G. C. agreement and the wage scales will go into effect on approval of the Wage Adjustment Board.

The W. A. Bechtel Co., who are the building contractors constructing the H. J. Heinz Cannery at Tracy, have started to lay bricks, employing two Engineers on the hoists, and one Engineer on the Truck Crane. These jobs are expected to last until the first of the year. Brother Bill Briscoe is operating one of the brick hoists. Bill has left the Bay Area to make Stockton his home. Brother Dick Keene, crane operator on this job, has just bought himself a chicken ranch.

The L. Biasotti Co. have just about cleaned up all of their work in this area, but expect to have all of the equipment repaired and in first-class condition for the work which will be let in the near future.

Bids Called for Wharf

Bids for construction of a T-shaped oil wharf at the junction of Stockton Channel and the San Joaquin River will be called by the Port District about October 15, it was indicated by Port Director Henry Ohm.

Cost of all work incident to establishing an oil terminal is estimated at \$45,000.

Other projects in connection with the wharf are the laying of two 8-inch pipelines from the ship-side to the 75-acre terminal site south of the Stockton Ordnance Depot property and relocation of a portion of the belt line railroad. The Army has granted the district a pipeline easement 10 feet wide across its property.

Ohm said that a catwalk will lead from shore to a platform which will accommodate workmen required to handle flexible hoses. Pile dolphins will be located on the upstream and downstream sides of the platform and will be so spaced as to form a dock for either ocean-going tankers or shallow-draft barges. Completion is scheduled for about January 1.

N. & M. Ball & Sons were low bidder on a dirt job at the Preston School for boys at Ione.

E. J. McComb, Jr., of the U. S. Navy, spent time in the Caroline Islands, Marshalls, Philippines, and Okinawa. After spending 17 months in service he was discharged about October 10.

Pollocks Ship crane operator, Les Blacker of Olympic Dredging Co. is McComb's uncle.

Prospects seem good in Eureka territory, says business representative

By OTTO E. NEVER

Business Representative

Eureka—Reporting from the Redwood Empire, the break-water job that was advertised in Crescent City was cancelled and all bids rejected. It seems that the contractors estimates were considerably higher than the Government contemplated they should be. It is expected that new bids will be called for again in the very near future. Previous job was estimated at \$250,000, but bids were considerably higher than that.

Baker Bros. have finished their job on the access road to Ah Pah Creek and Mercer Fraser has completed the resurfacing. Mercer Fraser has also completed the laying of hot stuff to Patrick's Point.

Complete Sewer Job

Tom Hull has completed the sewer job at Arcata and has kept busy on some wing walls and bridge jobs for the county. Mercer Fraser's hot plant keeps going at Essex and they have just given a new job to Miles Bros. for the crushing of more rock there.

The Fallarone Fish Co. has let part of their dock and warehousing job, and the successful bidder was Mercer Fraser.

Bechtel Bros. and McCone are putting in the gas line from Eureka to Arcata for the P. G. & E. Brother Ray Barnes has been doing the filling.

Selvage has been doing some of the levee work between Arcata and Eureka. Brother Bill Ley has been doing the operating.

Chicago Bridge & Iron Co. still carries on with the same crew. They are now testing the derrick barges that will complete the contract for the Navy. Brother Roy Stevens is doing the testing.

Eureka Ice Pact

Your business representative negotiated and completed a contract with the Eureka Ice & Cold Storage Company for the employment of stationary engineers through Local 3.

The Eureka Shipbuilding Co. has been doing considerable wharf and dock building at Fields Landing and are now expecting to put in another dock for the Paladini Fish Company.

Mercer Fraser has rebuilt part of the P. L. Lumber Co. dock at Fields Landing. Bro. Bill "Stoop" Reed has been doing the driving. Brothers Ed DeYoung and Hans Jorgensen keep the Associated Dredge, Jupiter, busy at Fields Landing. Brother Ed certainly makes a good cup of coffee. Mercer Fraser is still laying base on the road job between Beatrice and Fields Landing. This company has been securing sufficient work to keep the brothers busy throughout the winter, weather permitting.

Brother Rex White, who has been pusher of the repair crew at the Loleta creamery, has been transferred to the Golden State plant at Orland. He will have charge of all repair work and installations there. Brother Rex has done a swell job and although we are reluctant to see him leave, we are happy to see him get his advancement.

Brother George Hardewick is still with P. L. Co. and it begins to look as though George is road superintendent instead of blade operator. One thing is sure, whatever George does will be done right.

Brother Clyde Waringer has bought himself a small place at Shively and intends to do a little ranching with just a "leetle" cat skinning on the side.

Win Bid on Dam

Mercer Fraser was successful bidder on the wing dam at Shively. Brother Bill Glover will handle the steam hammer on this job while Brother George Henderson will do the cat skinning.

Brother Ralph Ring is doing some crane work with the Thomas

Crane of San Francisco for Mercer Fraser. He has been giving the boys a hand on the different jobs throughout the county. Brother Henry Andrews is doing the oiling for him.

The mining engineer's report on the asbestos and coal survey for Humboldt County has been received by the Board of Supervisors and will be made public shortly.

In general, things look very good in this territory.

San Jose

(Continued from Page 5)

Battin is now ready for work after spending the past twenty-two days in O'Connor's Sanatorium. . . . Brother Arthur C. Wright who was employed by Freeman Contracting Company near Palo Alto recently received injuries to the extent of a dislocated shoulder. . . . Brother Carl Reynolds, who was employed by L. C. Smith, received serious injuries in an accident recently. He is at the Community Hospital, San Mateo. . . .

Received a long interesting letter from Brother Dick Calcian who is still on Okinawa. Dick says he would like VERY much to come home but is a little low on points. Dick had a Nabo Machine Gun for me but found out he couldn't send any automatic weapons home. Too bad, Dick, sure would like to have one. Appreciated the Jap money you sent, though, and have added it to my fast growing collection. . . . Also received a most interesting letter from Brother Dick Denson whom many of the brothers will remember from Camp Jolon and the artillery range. Dick said he had a letter from Brother W. C. Murray who is on Guam but expects to be out this way before long. . . . Brother Carl Moore is a CIVILIAN once again but before going back to work he intends to make a trip to Illinois to bring back his family. Carl added a good bit to my collection—a Japanese War Bond and a couple of pieces of Geisha Gettus. . . . Was happy indeed to learn that Brother Ed "Toby" Davis had been liberated from a Japanese Prison Camp and is back home, again. Had hoped to see Toby at the Union meeting Saturday night but understand he is at present taking a little trip. Certainly hope to see him in the near future. . . . Brother H. C. Christian was severely burned while working for Peters & Schwartz, and is confined to the San Jose Hospital.

A Real Big Spud

An air crew trainee was explaining his importance to a visiting girl friend. The young lady asked what rank he held.

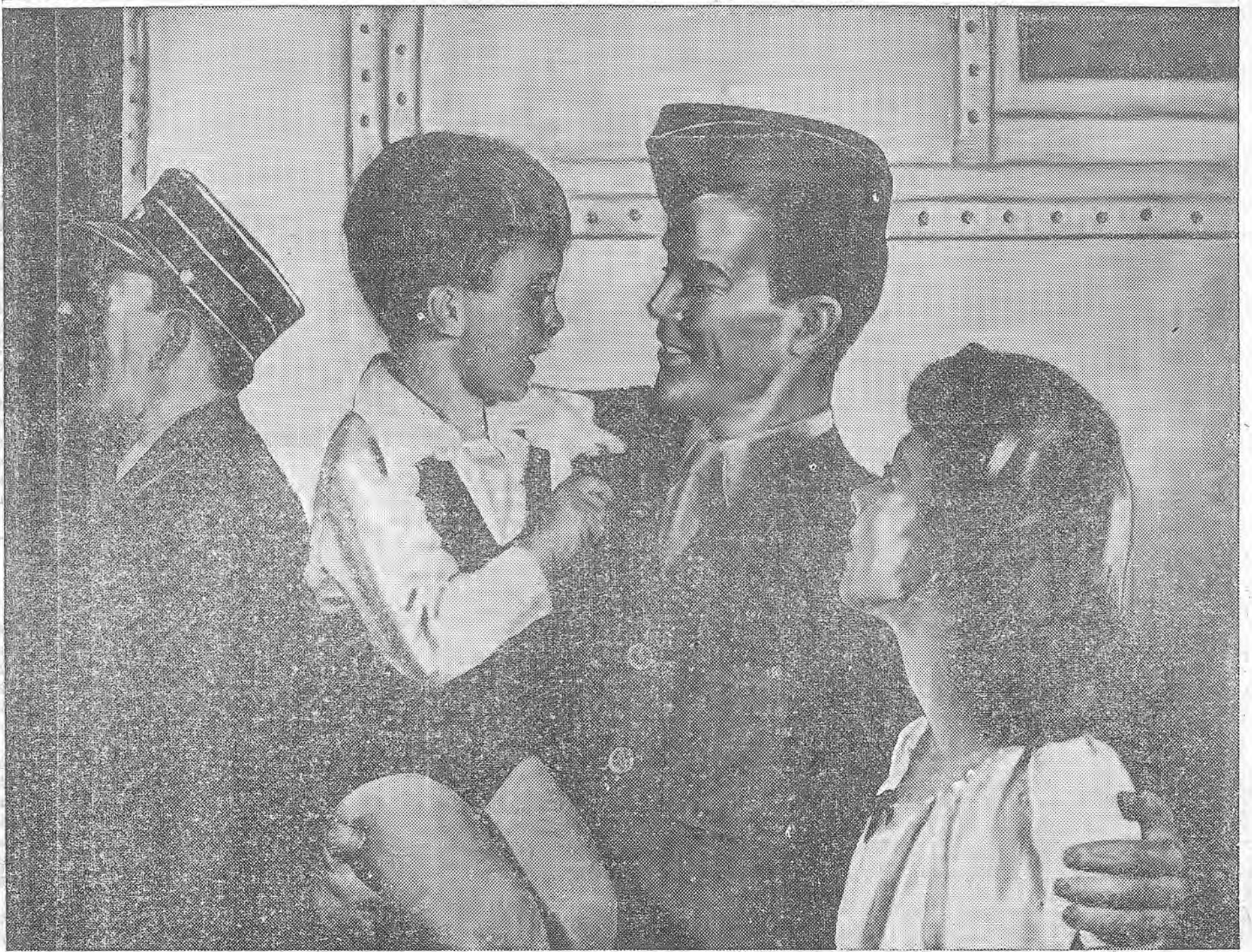
"Section 'I' optician," he replied. "Section 'I' optician?" she remarked questioningly. "I have never heard of that before. What are your duties?"

"Scraping the eyes out of potatoes," he replied, casually.

SERIOUS DIFFICULTIES

Two sour-puss farmers liked to grumble to each other.

"Never did see hay grow so short as mine this summer," sighed one. "You think yours is short," answered the other. "I had to lather mine to mow it!"



Something to remember when you say "Welcome Home!"

Some of our boys have waited years to hear those two words.

What they've endured for the sake of hearing them is more than we like to dwell upon.

But those two words, "Welcome Home!" can become just an empty phrase if you forget, for one minute, your responsibility to the man you say them to . . . and to the several million men overseas who are still yearning to come home.

What we're talking about, of course, is your

responsibility to continue buying Bonds—and holding on to the ones you already have.

Your purchase of Victory Bonds helps the man who's just come home, helps him in a very real way. For your money, in Victory Bonds, helps prevent inflation—and that, in turn, means security for him, and a better chance to get a job.

And remember this: It will cost plenty of money to maintain and supply our forces of

occupation . . . to bring home the men whose period of service so richly entitles them to return . . . and to care for the sick and wounded in our Navy and Army hospitals.

No—the job isn't over. *You didn't think was, did you?*

Then *show* that you know it isn't over! Show it to the boys who've come home—and to those who wish they could—by buying another Bond—today!

VICTORY BONDS -- to have and to hold

Do Your Part in America's Great Victory War Loan

Operating Engineers Union Local 3

1161 Market Street

San Francisco, Calif.

What's doing in the Oakland office

By Al Clem, Joe Riley and Joe Walther, Business Representatives

Oakland—According to a report issued by the Oakland Chamber of Commerce, a total of 211 manufacturers, distributors, wholesalers and commercial houses either located or purchased property in the Metropolitan Oakland Area from January 1 through July 15 of this year. Building permits were reported at 3271, representing \$4,373,507 for new construction and repairs.

One of the latest plants to announce plans for expansion, the Paraffine Companies of Emeryville are planning immediate construction which will reach between

4 and 5 million dollars upon completion. The new construction includes expansion of the steam plant and electrical manufacturing facilities and increases the capac-

ity of the felt mill floor covering, roofing, linoleum and paint manufacturing departments. This project will provide employment for several hundred workers.

Westinghouse Plant

The Westinghouse Electric Supply Company is now located in their new plant which comprises 23,000 square feet of usable space, and is prepared to serve the entire Metropolitan Oakland Central California Areas.

The Holt Manufacturing Com-

pany, one of America's pioneer manufacturers of floor machines, is now located in its new \$100,000 plant at 20th and Grove Streets in Oakland. This plant provides room for display, storage and plant production.

Big Realty Project

One of the largest real estate deals involving industrial property close to the downtown Oakland area was closed recently with the sale of 265 acres of land southeast of the Oakland Municipal Airport.

The property is bounded by the old Bayshore Boulevard, San Leandro Creek, Davis Street in San Leandro and Jones or 98th Avenue in Oakland, and covers approximately a square mile.

According to the purchaser, C. Robert Adams, President of the Richmond Lumber Company, plans are being made to provide railroad spurs and access roads for the property and then subdivide it to create Oakland's newest industrial development area.

Getting around the jobs

The Jones Paving Company expects to wind up their job near Niles some time this month. At the present time there are 11 members on the payroll and Brother George Murphy is steward.

California Rock and Sand are, as usual, going full blast and have plenty of work in sight. Brother Tommy Gillus is operating the clamshell, and Brother Clay Nelson, a former employee, has left the company to go into business for himself.

Kaiser Plant Booms

Kaiser's plant at Radium is also operating full time and lately has been hiring a few Local No. 3 men.

The Dan Morgan Company is still working out at Camp Shoemaker grading and laying hot stuff on roads and parking areas.

Brother Charlie Yates, who has been operating a shop on San Leandro Blvd. for the past year and one-half, is at the present time looking for a new location. He

anticipates a greater volume of work and is planning on expanding his repair facilities.

Biasotti is employing 4 Engineers on their resurfacing job at the El Cerrito overpass. There is about 30 days work left at this time, according to Brother Erwin Cox, foreman.

New Theatre Job

The M. B. McGowan Company is driving piling for foundation of a new theater in San Lorenzo. Brother Art Kruger is Engineer. This building will cost approximately \$250,000, and is expected to be one of the finest of its type on the coast.

Brother Bill Dorresteyn has his cat loader working on Carl Oveiaa's housing project job in Richmond.

Underground Construction Company has a ditcher, cat, loader, crane and three compressors working on their job at the head of Broadway.

The Tony Lemos Company of Lafayette has a small job going and is employing two of the brothers.

Harrison and Birdwell have two shovel runners, one dozer operator, a crusher plant operator and three oilers in their employ at this time. The crusher plant is in Napa, one shovel at Vallejo and the other is at Walnut Creek.

In the Concord area Fredrickson and Watson have 6 engineers on their job, and Fredrickson Brothers have 8 members employed on overhaul work. Brother Bill Sheward has 2 pieces of equipment working out at Sherman Field.

After lengthy discussions, the J. Catucci Co. decided during the past month that it would be advisable to work under the A.G.C. Agreement with the Operating Engineers.

The Basalt Rock Company has two shifts in operation on their

breakwater project at the Naval Air Station in Alameda.

Around Rio Vista

Agreements have been signed during the past month in the Rio Vista area with the following companies: Fisher Brothers, Heringer and Company, Paris Brothers and the Macal Improvement Company.

Gomez and King have a shovel being overhauled at the present time. It will be used on ditch and canal work.

Heringer and Company are keeping 6 shovels busy at the present time on ditch cleaning and small building trades jobs in the area.

Operating 2 shovels double shift on their canal work, Fisher Brothers are keeping 6 members busy.

On their Antioch job, Raymond Concrete Pile Company have two piledrivers and a cat in operation.

There is a sand pit being developed near Antioch by a new organization, the Macal Improvement Company, which is employing two members at the present time.

The N. M. Brown Company is keeping busy with their quarry and with various road jobs in this district.

Sheldon Oil has two draglines running at the pit near their hot plant.

Hart Weaver has just moved a dragline into the Sheldon sand pit.

At the present time there are four engineers working for the Hayward Building Material Company at their hot plant job.

Ran into Brother Mace Allen the other day. He is setting up a well for the Rocky Mountain Drilling Company at Rio Vista. It was good to see Mace again who has been busy erecting well drillers since leaving Yard No. 3.

News about the brothers:

Again this month several of the members report on various business ventures they are undertaking.

Brother Douglas W. Clements has taken a withdrawal and is planning an devoting his full time to cattle ranching. He will be located near Wynndel, B. C., about 150 miles above Spokane.

Three of our members, Brothers Benton Stahl, Chas. Shattuck and Harold Woodhams, have just opened the "S & W Tractor and Automotive Service" at 21588 West Street, Hayward. They will be equipped to handle all types of truck, tractor and automotive repair and will feature field as well as shop service.

Smorgasbord Artist

Brother Sam Cooper is opening a Smorgasbord in connection with his "College Club" at 4425 MacArthur Blvd., and, as this is going to run into a full time job, Sam has decided to take out a withdrawal card.

The "Rich Cafe" at 539 E. 12th Street, Oakland, is being operated by Brother Ronald Rich.

Brother C. L. Brown has opened the "B & T Tire Service" at 20699 Foothill Blvd., in Hayward.

After working 40 months in the Kaiser Yards in Richmond as a bridge crane operator, Brother Ralph H. Hurst has taken out a withdrawal card and is returning

to his home in Morrisville, Missouri.

Trujillo Passes

We regret to report the death of Brother Daniel Trujillo on September 28th. Employed by the Basalt Rock Company at the Naval Air Station in Alameda, Trujillo was drowned when he lost his footing while attempting to jump from one barge to another. He leaves a daughter, his father, two brothers and a sister to whom we extend our sympathies.

Brother C. E. Ledlow is acting as foreman in Kaiser's Yard No. 4 while Brother "Red" McDonald is in the hospital.

Our boys in service

Our service men are gradually getting home and it sure seems good to see the familiar faces again. During the past month several have dropped into the office.

Brother W. A. Hays, a lieutenant in the Army Air Corps has received his discharge after three years of service. A heavy bombardment pilot he saw action in Italy and Africa. Before entering the service he was employed at Kaiser's Yard No. 1 and at Prefab.

Brother Don Powers, T/4, has received his discharge also and will be ready for work in the near future. Don had a stroke of bad luck when the cat he was operating went through a bridge, and he was confined to the hospital at Camp Clayborne, La., for 13 months.

Another member who is home for keeps is Brother George Marino who spent two and one-half

years overseas as a Corporal in the 97th Division. Engaged in handling explosives and flame throwers most of the time, George says it's pretty nice to be a civilian again.

Formerly employed by the City of Oakland as an equipment operator, Brother Bill Stevens has just been discharged from the Navy after two and one-half years overseas duty.

Brother Stan Sipes dropped in for a minute the other day. Just back from Iwo Jima where he saw plenty of action with the 11th Amph. Trac. Battalion, Stan will be stationed at the Naval Hospital for awhile.

Through Brother Frank Conway we learned recently that his son, Frank Jr., also a member of our Union, was one of the first soldiers to land in Japan. A paratrooper attached to the 11th Airborne Division, he has seen action

in many of the South Pacific campaigns and received the Purple Heart for injuries received at Leyte.

T/5 Ray Purdy is enjoying 45 days at home. He has just returned from nine months in Europe where he was attached to the 1010th Treadway Bridge Company. Following directly behind the Artillery, Ray says things often got pretty hot, especially when they were crossing the Rhine. At the termination of his furlough he is to report to Fort Lewis for reassignment.

Private Walter Talbot formerly attached to the Infantry, has been transferred to the 35th Signal Battalion and is now stationed at Camp Crowder, Mo.

Pvt. "Les" Collett is now stationed on Pelelui Island in the Philippines where he is attached to the 111th Infantry Regiment.

Daily report of awards for construction jobs

Sept. 5, 1945

SAN FRANCISCO, Calif., contract awarded to Pacific Pipeline Const. Co., \$134,453 for laying cast iron mains in Pacific Ave., Jackson and Franklin Streets.

SAN FRANCISCO, Calif., contract awarded to A. D. Schader, \$34,477 for construction of Mission Street Tracks from Otis St. to 13 St., S. F., Calif.

SACRAMENTO, Calif., contract awarded to J. R. Reeves, \$27,100 for surfacing of Arden Way, Sacramento.

OAKLAND, Cal., contract awarded to Monson Bros., \$77,141 for reconstruction in Warehouse No. 5, Oakland Army Base, Oakland.

SAN FRANCISCO, Calif., contract awarded to Duncanson-Harrelson Co., \$39,750 for const. of Wharf No. 58, Channel St., between 4th and 5th, S. F.

Sept. 6, 1945

An immediate program of coordinated and multiple-purpose dams, reservoirs, canals, power plants and other works is proposed by the U. S. Bureau of Reclamation in its Central Valley Basin Report just completed and sent to Washington. This report prepared in the Bureau's regional office in Sacramento, was made under authority of Presidential order, and in compliance with Congressional request.

The Basin Report outlines both an immediate program that can be launched as soon as Congress approves and makes funds available, and one for long-range or ultimate developments.

The 15 year program contem-

plates a total expenditure of \$735,510,000.

Following is a list of dams and other works urged for immediate building as part of the plan for comprehensive development of the Central Valley Project, together with their estimated costs at 1940 prices:

Sept. 6, 1945

MODESTO, Cal., contract awarded to McCoy & Butler, \$109,552, for construction of a 15 room school bldg. on Crows Landing Road, approx. 1/2 mile S.W. from Modesto, Calif.

Sept. 11, 1945

MARYSVILLE, Calif., contract awarded to Marshall S. Hanrahan, \$48,985, for sidewalks, parking area and personnel center, Camp Beale, Marysville.

SAN LEANDRO, Calif., contract awarded to Jas. I. Barnes Const. Co., \$113,660, for construction of buildings at Naval Hospital, San Leandro.

SACRAMENTO, Calif., contract awarded to Harms Bros., \$46,622, for 2.8 miles resurface with crusher run base in Shasta County.

BERKELEY, Calif., contract awarded to Charles L. Harney, \$38,273 for resurface work in Berkeley.

HUNTERS POINT, Calif., contract awarded to Midstate Const. Co., \$10,783 for construction of storage and maintenance bldg., at Hunters Point.

Sept. 12, 1945

ANTIOCH, Cal., contract award-

(Continued on Page 12)

Round-up of the news from Utah

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

From Salt Lake:

It has been necessary to make some changes in the operation of our offices in Utah. Brother Scott Ledingham, Business Agent in Ogden, has resigned to take a job with a private employer. During his last week on the job we moved the Ogden office to Room 312 Kiesel Bldg., corner of 24th and Kiesel Avenue, Ogden.

For the convenience of the members and the contractors in Northern Utah, the office will be maintained at this address and a competent girl will be there from 9:00 a.m. until 5:00 p.m. week days, and from 9:00 a.m. to 12:00 noon on Saturdays.

We urge the members in Northern Utah to contact the office when out of work or when in difficulty and assure them the job will be covered by a Business Representative in the future just the same as in the past.

Van Winkle Up North

Brother Van Winkle has been spending a great deal of his time in Wyoming and will continue to alternate between Provo and Eastern Wyoming during the coming months. Brother Van Winkle and myself have been ordered by Business Manager Swanson to sign agreements and look after affairs of the Operating Engineers in this state on behalf of our International Union. We have made a great deal of progress to date in Wyoming but still have much to do. I feel confident, however, that we will be able to secure good working agreements and correct the present irregularities in that state.

In Utah in general we have been experiencing a boom in the building line, mostly small jobs. Our engineers have all been working and we have experienced difficulty in filling certain classifications and the prospects remain good until the contractors are forced to shut down for the winter.

Reopen Agreement

The American Federation of Labor agreement, of which we are a party with the Geneva Steel Company, will be re-opened the 22nd of this month for negotiations. Apparently this is a never ending job. It is the next to perpetual motion of anything I have experienced. However, we intend to stay on the job until we secure wages and working conditions that are comparable to the wages and conditions enjoyed by members of American Federation of Labor mechanics on other work.

There has been a slight change in the operations of the Utah Copper Company, Bingham Canyon Mines. Beginning the 9th the mine will operate on a 6-day basis instead of a 7-day basis. They will work two 6-day shifts, back to back, with the entire operations, both mine and mills, being shut down for a two-day period.

We have spent considerable time with the mining company in which we have had very good success. We believe our relations are better with this company now than they have ever been in the past. In connection with other A. F. of L. Unions we are opening the wage clause in our present agreement with the object in view of obtaining an increase in pay. Just what the amount will be and when such increase will be granted is still doubtful, but we hope to secure it through negotiations, if unsuccessful we will immediately ask for a "strike vote" under the Smith-Connally Bill and conciliation to bring the matter before the proper governmental agencies.

Oil Boom Gaining

Out in Eastern Utah, the oil boom is gaining momentum day by day with drilling now being conducted around Vernal, Utah. As everyone knows we entered the Rangely field but were unable to do a great deal there owing to it being in the jurisdiction of Local No. 9 of Denver, but as the drilling and work progresses westward into Utah, we will be quite busy.

A pipeline has been approved and possibly will be built in the spring from Rangely into Salt Lake City. This is solely within the jurisdiction of Local No. 3.

At present there is some small building and small road jobs which are being done by the oil companies and the State of Utah. Work in this vicinity is extremely difficult to control and we do not look forward to being able to do a great deal in the oil fields until spring.

We had a very enjoyable visit from Brother Swanson on September 30th, but regret time did not allow us to call a general meeting while he was here. However, we hope to be able to call a general meeting the next time Brother Swanson and the officers of Local No. 3 visit Utah.

—C. L. CASEBOLT.

There is not much news in this district to write about at this time. We have lost Brother Scott Ledingham as a Business Agent, he has taken a job with the Arnold Machinery Company and I know he is well qualified for the job. So "Good Luck" to Brother Ledingham on his new adventure.

All of the men in this district are working, we have a lot of small jobs and they keep coming.

More Railroad Work

The Utah Construction Company and Morrison-Knudson Construction Company are doing a lot of railroad work and are very cooperative with us.

Gibbons and Reed Construction Company is doing a lot of resurfacing work and are running two shifts.

The stripping job at Bingham Canyon is running two shifts.

Leland Tuft is doing considerable land leveling.

Our two brothers, McEwell and Wood are going along fine.

R. M. Jensen, contractor, is doing quite a bit of work.

Hebe Glen Construction Company is going along fine and has several good jobs.

Gibbons & Reed is low bidder on a job at Clearfield Navy Base, but have not got the "go-ahead" yet.

—T. L. CLARK.

From Provo:

My report this month will be somewhat shorter and probably somewhat meager as to news due to the fact that, if you wondered where I was, I have been out of the State on a special assignment. The end of the war brought to your officials in the State of Utah several new possibilities, not the least of which is preparing our organization to participate in the coming program of post-war construction work in the Inter-Mountain area.

As previously reported, there are hundreds of post-war construction projects in various stages of planning, planned for this area. A large number of them are in Wyoming, some of them tying into Utah projects. In the past few months several contractors under agreement with Local 3 have gotten contracts of various sizes in Wyoming and have looked to the Local to supply them the crews.

This has been almost impossible due to the confusion that exists in that State in regard to wages.

Varied Wage Scales

A great variance in wage scales was found to exist, lower in most classifications, and it proved almost impossible to man the jobs there. The International Union of Operating Engineers has a Hoisting and Portable Local in Casper, Local 326, and I was sent into the State to make an investigation of conditions and to see if we could not be helpful to Local 326 in bringing their wage scales up to, at least, surrounding areas, and to make them apply State-wide.

I believe considerable progress was made to this end, although it is still too early to go into details, and I hope to be able to report before long that wage scales have been agreed to and approved that will prove beneficial to our membership in this State. I might add that the future for construction work in the State of Wyoming is very bright.

Jobless List Small

As far as construction work is concerned in the Provo area there hasn't been much change beyond that usually occurring due to progress in the work. A few members have been laid off on one or two jobs but little or no difficulty has been found in placing them on other jobs. Our out-of-work list remains small and consists mostly of members who for one good reason or another haven't been able to accept work that was available.

Morrison-Knudsen Co. has started its railroad job on the U. P. and at present is working near American Fork and Sandy. Several of the brothers have been cleared to this job. The job will run between Provo and Sandy. The F. H. McGraw Co. is winding up at Ironton and its operations at Geneva will remain in doubt until the future of that plant is decided. We are hoping that that doubt will be soon resolved. This company's job at Helper should wind up this week.

Geneva Steel Report

There is nothing new to add to my report of last month on the Geneva Steel plant. The newspapers run hot and cold from day to day on whether the plant will operate or not but add nothing new to the picture. Cutbacks have reduced the crew considerably but we have had little difficulty in placing our members who have been laid off on other work. Any member of Operating Engineers Local 3 who is laid off at Geneva, or on any other job, is urged to immediately register as unemployed. There are times when we have difficulty in locating enough men to fill current calls.

Due to the fact that I have been out of town most of the past month I haven't been able to make the jobs as much as I would have liked. Our members are urged, if they have any complaints, to phone their complaints to our office (Provo 630) and if I am not here, one of the other representatives will take care of it. If it is not convenient to phone during the day the office is open between 6:00 and 8:00 p.m. every week for your convenience. On other nights phone my home, Provo 716-W, there will usually be someone there.

My absence from this area has also made it impossible to hold regular scheduled meetings. During the winter meetings will be called from time to time to acquaint the membership of the latest developments, however, each meeting will be a called meeting and you will receive a written notification through the mail. Watch for them and please try to attend.

These meetings are held for your benefit.

Back the War Fund!

When this article is read by our membership in Utah the fund raising campaign for the United War Fund will be more than half over. It is to be hoped that every member has made his donation in as large amount as he can afford. This is the last drive of the United War Fund and the need is greater this year than even during the war. Our generosity now may prevent our children or grandchildren from having to fight another and more disastrous war. It may also help to bring home to some lonesome man in the service, who is

Mine operation in Nevada slow, says DeLagrange

By JOHN DeLAGRANGE
Business Representative

Reno—Flutrok Corporation of Yerington, Nevada, is now operating on a three shift basis in the manufacturing of plastic board, concrete aggregate and building material. These materials are made from ground rock and then burnt and expands from twenty to thirty times its normal size. It is two thirds lighter than any other material on the market and it will not expand or contract in various types of weather. They will have approximately forty-five men employed on the three shift basis. We have a Union agreement covering this operation.

Vegas Rock and Sand Company at Battle Mountain have their grading completed and are laying their select material. They have discontinued the night shift of this job.

Dodge Bros. Construction Company at Fallon, Nevada, has their grading completed and are preparing to lay hot plant mix on their C.A.A. contract at Fallon Naval Air Training Station.

Laying Water Line

Isbell Construction Company is now laying a twenty-four inch water line for the Sierra Pacific Power Company in Reno. We have one shovel and one crane operating on this job. This company also received a contract from the City of Reno for the paving of the streets on the new Brown Housing Project in the southwest section of town. The contract price was \$85,320.00. Isbell stripping job at Kimberly, Nevada, is progressing very nicely. Brother Walter Todd is the Steward, and any member working on the Kimberly job may pay his dues and permits to Brother Todd. He will give you an official receipt on all money paid in. I would appreciate it very much if all members would assist Brother Todd in all matters pertaining to the stewardship.

Robert E. McKee Company has started the new addition on the Veterans' Hospital in Reno. George Miller, a member of the Nevada Chapter of the Associated General Contractors, has a sub-contract for the excavation. He also holds a contract for installing of utilities on the Brown Housing Project.

W. A. Bechtel has completed their job for the Western Pacific at Doyle, California, and are now moving to Delle, Utah.

Mines Move Slowly

The mining industry in Nevada is moving very slowly due to the shortage of equipment. I do not anticipate much activity in the mining industry until after the first of the year.

Local Union No. 3 has voted unanimously to request each mem-

waiting for his discharge, the fact that Labor is still behind him and has been behind him. If you have not given, give now! Your union office will be glad to handle your donation and see that it is delivered to the proper place.

—C. R. VAN WINKLE.

Boss' Lobbyist



Principal exponent of states rights in sabotaging Kilgore federal unemployment compensation bill is lobbyist Claude A. Williams (above). As spokesman for Texas anti-union employers, Williams says jobless benefits destroy the moral character of the country—by helping workers demand a living wage. (Federated Pictures)

POLLTAX PUNDIT

There's the famous yarn about the polltax Congressman who in the same breath shouted bigoted remarks about minority peoples and quotes from the Bible.

One day he switched to a different book, and declared on the floor of the House, "As Daniel Webster makes clear in his famous dictionary . . ."

He was interrupted from the floor, "Noah Webster wrote the dictionary."

"Noah nothing," smartypanted the polltaxer. "Noah built the Ark!" — READER'S SCOPE.

A CLOSE SHAVE

An Indian, coming into town, stopped at a drug store and ordered a ham sandwich. Looking between the slices of bread, he turned to the waiter: "You slice 'em ham?"

"Yes, I sliced the ham," replied the waiter.

"Ugh," grunted the Indian, "you darn near miss 'em."

ber to donate one day's pay for the War Chest Drive. You may pay in your community or mail your donation into the Reno office and it in turn will be turned over to the War Chest Agency. However, be sure and give one day's pay for this worthy cause.

The Reno office received a most interesting letter from Brother Pvt. Les Collett, who now writes from Pellilu, an island in the South Pacific. He enclosed some Japanese currency, which we have on display in the office.

Since my last report I had the pleasure of standing up for Jack Turnipseed, who was recently married in Reno. All brothers following steel construction know Brother Turnipseed well, and I am sure they join in with me wishing Mr. and Mrs. Turnipseed "Good Wishes and Happiness."

KNOW YOUR UNION!

As most of our members know, Operating Engineers' Union, Local 3, is governed in its operations by the International Constitution and By-Laws, also by the constitutions and by-laws of Local No. 3, 3-A, 3-B and 3-C of Northern California, Northern Nevada and the State of Utah.

In order to clarify certain questions that arise from time to time, we call your attention to a few of the IMPORTANT sections of our by-laws which every member should read over thoroughly. Also take the time to study the by-laws in their entirety, and attend your union meetings.

ARTICLE I.

NAME, PURPOSES, GOVERNMENT AND RITUAL

Name

Section 1. This organization shall be known as the International Union of Operating Engineers and it shall be the policy of this organization to be affiliated with the American Federation of Labor and such of its departments as this organization may deem expedient.

Purposes

Section 2. The objects and purposes of this organization are to elevate the trade of operating engineers (by which trade the membership thereof earn a livelihood for themselves and their dependents) to its proper position in all industrial activity and the ranks of organized workers; to encourage a higher standard of skill among its members; to cultivate feelings of friendship among the men of the craft and those who may employ its members; to assist its members in securing and stabilizing employment; to assist employers in obtaining skilled craftsmen from among its membership; to encourage and assist affiliated Local Unions to negotiate and consummate contractual relations with employers, through which wages, hours and conditions of employment may be properly regulated to the benefit of both the membership and the employers; to encourage and legislate for, or by economic means secure, such reduction of the number of the proper distribution of available work to the greatest number of the craft; to bring about increased opportunity for recreation and rest, the proper freedom to observe the days set aside for religious worship and those recognized as the days to commemorate certain national, state and city events and Labor Day; to elevate the moral, intellectual and social conditions of all members by legal and proper means, and to encourage, aid and assist all Local Unions in the enactment of state and city Engineers' License Laws for the better protection of life and property, through its various subdivisions and officers.

Declaration of Principles

We, the International Union of Operating Engineers, Junior and Apprentice Engineers, Local No. 3, 3A, 3B and 3C of Northern California, Northern Nevada, and the State of Utah, in order to form a more perfect Union, provide for the common defense, and promote the general welfare of our members, have determined that the following principles shall guide us:

FIRST. Whatever right belongs to one member, belongs to all members alike as long as they remain in good standing in the Local Union, except as otherwise provided for in the Constitution.

SECOND. The right of each member to receive fair and just remuneration for his labor and to gain sufficient leisure for mental cultivation and physical recreation.

THIRD. The right to be treated in a decent and respectable manner by our Employer, and at the same time conscious of corresponding duties to them.

FOURTH. To try all just means to promote harmonious relations with our Employers, by exercising due care and diligence in the performance of our duties.

FIFTH. To regulate our conduct as a Local Union and as individuals so as to make our occupation

what it has the right to be—an honest and honorable means of earning a decent and respectable livelihood.

SIXTH. To bring into closer relations the interests of the members of the Operating Engineers residing within the jurisdiction of Local Union No. 3 and the International Union of Operating Engineers.

SEVENTH. To assist other Labor Unions whenever possible in the attainment of their just demands.

EIGHTH. Based on these principles, we are determined to do everything in our power, individually and collectively, as a Union to promote the best interests of our members and have adopted the Constitution and By-Laws to guide us.

SUBDIVISION 3 DUTIES OF MEMBERS

Members of Local Unions shall conform to and abide by the Constitution, Laws, Rules, Obligation and Ritual, and the decisions, rulings, orders and directions of any authority of the International Union empowered by this Constitution to make them. Each member shall keep the Recording-Corresponding Secretary properly and promptly notified of his residence and any change thereof. Each member shall hire none but those in good standing with a Union having jurisdiction over the work to be done nor purchase commodities without the union label thereon when otherwise possible. Members may upon proper credentials being produced obtain admission to meetings of other Local Unions of the organization. The admission to membership in conformity to the Constitution, Obligation and Ritual constitute a contract between the member, his Local Union, the International Union and every other member therein, whereby, in consideration of the benefits bestowed by such membership, he agrees that he will remain a member until expelled; that he will not violate the Constitution, Laws, Rules, Obligation and Ritual, and the decisions, rulings, orders and directions of the International Union or its subordinate branches, nor the trade rules of the locality in which he works; that he will not enter into the employment of any person conditioned on severing his membership with this organization; that upon the termination of his membership he will acknowledge his Obligation to be still binding upon him and refrain from doing any act or deed in violation of the principles, Constitution, Laws, Obligation, Ritual and policies of this Organization, and the decisions, rulings, orders and directions of any authority of the International Union empowered by this Constitution to make them. All business transactions and affairs of the International Union, its subordinate subdivisions and officers within the knowledge of any member shall be held, inviolate and private, from persons outside the organization.

ARTICLE XXIII.

RULES OF ORDER

SECTION 1. At the hour appointed, if a quorum be present, the President shall call the meeting to order, and preside. In the absence of the President, the Vice-President shall preside. In the absence of both, the Recording-Corresponding Secretary shall call the meeting to order, when the Union shall elect a temporary officer.

SECTION 2. No member shall be allowed to leave the meeting while in session except by permission from the Chair or Vice-Chairman.

SECTION 3. If any officer absents himself from four (4) consecutive Local Union meetings without a satisfactory excuse, his office may be declared vacant.

SECTION 4. Any member refusing to obey the Constitution, By-Laws, Rules, Regulations and Orders of this Union may be fined or suspended as the Union may determine.

SECTION 5. No member under the influence of intoxicating liquor shall be admitted to the meeting.

SECTION 6. The President shall have the power to exclude from the meeting any member guilty of indecorous or unruly conduct, and to levy on any member fines for refusing to obey his orders.

SECTION 7. No subjects except such as are strictly in the interests of labor and the welfare of the sick brothers shall be discussed at any meeting.

SECTION 8. The President having taken the Chair; the business shall proceed in the order named.

SECTION 9. The rules of order may on motion being carried, be suspended.

SECTION 10. The President shall preserve order and pronounce the decision of the meeting on all subjects. He shall decide all questions of order without debate, subject however, to an appeal to the meeting by any member.

SECTION 11. Appeals from the decision of the Chair shall not be debatable except by the presiding officer and the member making the appeal.

SECTION 12. Appeals shall be stated by the Chair in this form: "Shall the decision of the Chair stand?" A majority or tie vote sustains the Chair.

SECTION 13. A motion will not be subject to debate until it has been recorded and stated by the Chairman.

SECTION 14. After having stated the motion, the President shall ask, "Are you ready for the question?" and if no one arises to speak, he shall put it to a vote. After it has been put to a vote, no member shall be permitted to speak upon it.

SECTION 15. When a question is before the meeting, no motion shall be in order except:

- To adjourn;
- To lay on the table;
- For the previous question;
- To postpone;
- To commit, or refer to re-commit;
- To amend;

which motions shall have preference in the order named, the first three of which shall be decided without debate.

SECTION 16. Any member may call for a division of the question when the sense will admit it.

Section 17. A motion to put the previous question being recorded shall immediately be put to the meeting, and upon receiving a majority vote shall be declared carried.

SECTION 18. On the call of the previous question, the President shall present the same in this form: "Shall the main question be now put?"

SECTION 19. It shall not be in order for a person who has spoken on any question to move the previous question at the close of his remarks.

SECTION 20. A member having made a motion can withdraw it by consent of his second, but a motion once debated cannot be withdrawn except by unanimous consent.

SECTION 21. When a question has been decided it can only be reconsidered at the same or the next succeeding regular meeting.

SECTION 22. A motion to reconsider can only be made by a member who voted with the majority, and has had his vote recorded.

SECTION 23. Before the presiding officer declares the vote on the question, any member may ask for a division of the meeting, then the Chair is in duty bound to comply with the request, and a standing vote shall be taken.

SECTION 24. The presiding officer shall have no vote except in case of a tie; then he shall cast the deciding vote, (except voting by ballot).

SECTION 25. When a member wishes the floor, he shall arise and address the Chair, and if recognized by the Chair, he shall be entitled to the floor.

SECTION 26. No member shall speak on any question longer than ten (10) minutes, nor more than once until every person who desires has spoken.

SECTION 27. No member shall be interrupted while speaking except to call him to order, or for the purpose of explanation or information.

SECTION 28. The Chair should not permit a few factious persons using parliamentary forms to obstruct business.

SECTION 29. Revised Roberts' Rules of Order shall be authority for all proceedings of the Union not otherwise provided for.

SECTION 30. One tap of the gavel shall call all to order; one tap to be seated; three taps to arise.

Other Causes for Fines, Suspensions or Expulsion

Section e. Any officer or member of a Local Union who becomes an habitual drunkard; who wrongs a fellow member or defrauds him; who commits an offense discreditable to the International Union or its subdivisions; who creates dissension among the members; who destroys the interest and harmony of the Local Union; who seeks to dissolve any Local Union or separate it from the general organization; who wilfully slanders or libels an officer or member of the Organization; who violates the trade rules of the locality in which he is working; who fraudulently receives, misapplies, converts or embezzles the funds of any subdivision of the International Union or the monies of any member entrusted to him; who violates his obligation or any section of the Constitution, Rules, Edicts and Ritual of the International Union; who divulges the password to anyone except the officer authorized to receive the same; who is guilty of insubordination; or who refuses to acknowledge or perform the lawful command of those authorized within the International Union to issue the same, may be disciplined or, upon trial therefor and conviction thereof, be fined, suspended or expelled from his Local Union.

Any member working contrary to a declared strike or the rules established by the Local Union by reason of a lockout shall upon trial and conviction thereof be subject to a fine of not less than Twenty-five (\$25.00) Dollars, or expulsion, or both. His name shall be reported to his Local Union, which shall enforce this section, charge and collect the fine so imposed, under penalty of expulsion.

Fines and Assessments Must Be Paid Before Dues Accepted

Section f. All fines or assessments legally levied or imposed shall be charged by the Financial Secretary against the member from whom due and must be paid by the member involved to the Financial Secretary within thirty (30) days and before any dues owing by him to the Local Union can be received or accepted by the said Local Union.

Withdrawal Cards

Section 4. Any member of the International Union who ceases to perform the work of an engineer, may, at the option of his Local Union, be given a withdrawal card; but no withdrawal card shall be issued to any member of the International Union who is employed as an engineer. This section, however, shall not apply to any members of the International Union who are serving or acting in any capacity for a Local Union or the International Union, whose duties prevent them from working at the trade, or engineers who hold positions as inspectors of boilers or other machinery, or examiners of engineers.

A fee of Five (\$5.00) Dollars shall be charged for each withdrawal card.

ARTICLE XX.

MEETINGS

This Local Union shall hold one regular meeting each month, and as many special called meetings as may be necessary for the proper transaction of business.

The regular meetings shall be held at the Building Trades Temple, 200 Guerrero Street, San Francisco, California, at 8 p.m., the first Saturday of each month.

When the first Saturday of the month falls on a Union holiday, the following Saturday shall be the time of the regular meeting.

ARTICLE XXI.

ANNUAL MEETING

The annual meeting of this Local Union shall be the last regular meeting in June of each year.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912, and March 3, 1933. Of Engineers' News, published monthly at San Francisco, California, for October 1, 1945. State of California, County of Alameda—ss.

Before me, a notary public in and for the State and County aforesaid, personally appeared V. S. Swanson, who, having been duly sworn, according to law, deposes and says that he is the Editor and Business Manager of the Engineers' News and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Operating Engineers Local Union No. 3, 1161 Market St., San Francisco 3, Calif. Managing Editor, V. S. Swanson, Business Manager, V. S. Swanson.

2. That the owner is. (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member must be given.)

Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, 1161 Market St., San Francisco 3, Calif.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.): None.

4. That the two paragraphs next above, giving the names of the owners, and security holders, if any, contain not only the list of stockholders and security holders as they appears upon the books of the company but also, in cases where the stockholders or security holder appears upon the books of the company as trustee, or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which the stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

(Signature of editor, business manager.)

VICTOR S. SWANSON.
Sworn to and subscribed before me this 4th day of October, 1945.
(Seal) MARION M. BENDER.
(My commission expires Dec. 24, 1946).

Daily report of awards for construction jobs

(Continued from Page 9)

ed to Asta Const. Co., \$10,821, for paving of State Hwy. No. 75 through the City of Antioch.

Sept. 14, 1945

SACRAMENTO, Calif., contract awarded to Lord & Bishop, \$3650, for repairing steel truss span across Mokelumne River, in San Joaquin County.

Sept. 17, 1945

SACRAMENTO, Calif., contract awarded to A. Teichert & Company, \$4624, for improvement of 58th St. and 2nd Ave., in Sacramento.

SAN FRANCISCO, Calif., contract awarded to W. C. Railing, \$33,270, for 9.975 miles construction of access road to timber area in Shasta County, Calif.

MARE ISLAND, Calif., contract awarded to San Francisco Bridge Company, \$251,600, for dredging for Reserve Fleet Berthing Facilities at the Navy Yard, Mare Island.

Sept. 18, 1945

SAN FRANCISCO, Calif., contract awarded to R. J. Flatland, \$17,105 for construction of a drainage system in and adjacent to O'Shaughnessy Blvd., San Francisco.

Sept. 19, 1945

SAN FRANCISCO, Calif., contract awarded to Piombo Bros., \$37,591 for emergency drainage and restoration in Marin County, California.

SACRAMENTO, Calif., contract awarded to L. Biasotti & Son, \$36,589, for about 1.4 miles resurface between El Cerrito Hill Overhead

and Route No. 14, in Alameda and Contra Costa Counties.

SACRAMENTO, Calif., contract awarded to Mercer, Fraser Co., \$40,751, for const. 0.2 mi., 4 permeable pile jetties, Shively Bluffs, about 9 miles So. of Scotia, Humboldt County, Calif.

SAN FRANCISCO, Calif., contract awarded to Healy-Tibbitts Const. Co., \$128,676, for const. Napoleon Street Sewer, San Francisco.

IONE, Calif., contract awarded to Peter Sorensen, \$35,773, for fence work in connection with recreation field, at Preston School of Industry near Ione, Calif.

Sept. 20, 1945

AGNEW, Calif., contract awarded to Union Paving Co., \$3945, for repairing road at Agnew State Hospital, Agnew, Calif.

OAKLAND, Calif., contract awarded to Lee J. Immel, \$3764, for seal coat for Areas A & B Tent Housing, Oakland Army Base, Oakland.

SAN FRANCISCO, Calif., contract awarded to H. Earl Parker, \$286,424, for surfacing, etc., Nevada City-Downieville, Tahoe National Forest in Yuba County, California.

Sept. 21, 1945

SAN FRANCISCO, Calif., contract awarded to Fredrickson & Watson, \$272,478, for 9.771 miles excavation, surfacing, Almanor-Plumas National Forest, Plumas County, Calif.

CLEARFIELD, Utah, contract awarded to A. H. Palmer & Son,

\$55,359, for installing a sprinkler system for fire station, N.S.D., Clearfield, Utah.

OAKLAND, Calif., contract awarded to C. F. Parker, \$54,451, for construction of service and recreation building at Postal Concentration Center, Oakland.

Sept. 24, 1945

REDDING, Calif., contract awarded to O'Connor Bros., \$6276, for moving and re-erecting steel truss bridge on County Hiway across Clear Creek, near Schilling, Shasta County, Calif.

SACRAMENTO, Calif., contract awarded to A. Teichert & Co., \$4276, for grading, paving, etc., between 10th & 12th Ave., on 24th Street, Sacramento.

Sept. 25, 1945

SAN FRANCISCO, Calif., contract awarded to S. F. Water Dept., \$6490, for laying cast iron main and const. tank in Twin Peaks Area south of Palo Alto Ave., S. F.

SACRAMENTO, Calif., contract awarded to Guerin Bros., \$182,963, for grading and surfacing work at Alder Creek about 7 miles north of Point Arena in Mendocino County, California.

Sept. 26, 1945

MARYSVILLE, Calif., contract awarded to Lester L. Rice, for repaving over all unused tracks on 2nd, "D" & 5th Sts., in Marysville, Calif.

Sept. 27, 1945

SACRAMENTO, Calif., contract awarded to Clements & Co., \$30,968, for about 1.9 mi. repair with gravel base and crusher run base and apply seal coat between Gazelle and Klamath River, Siskiyou County.

Sept. 28, 1945

OAKLAND, Calif., contract awarded to Gallagher & Burke, for improving 76th Ave., from Spencer St., southwesterly and 88th Ave., from E. St. southwesterly.

SAN FRANCISCO, Calif., contract awarded to Fredrickson & Watson, \$272,478, for 9.771 miles excavation, surfacing, etc., Almanor-Plumas National Forest in Plumas County, Calif.

SAN FRANCISCO, Calif., contract awarded to J. H. McFarland, for const. bridge foundations, N. Fork of Middle Fork of the American River, Tahoe Natl. Forest in Placer County, Calif.

EUREKA, Calif., contract awarded to Tom Hull, \$5750, for const. pile bridge over Mad River Slough near Arcata, Humboldt Co.

RICHMOND, Calif., contract awarded to Parker, Steffans & Pearce, for const. of a 60 to 70 ft. structural steel frame industrial tower at Richmond Refinery, Richmond, Calif.

October 2, 1945

SOUTH SAN FRANCISCO, Calif., contract awarded to L. C. Smith, \$58,932 for concrete paving in Brentwood Subdivision, South San Francisco.

SANTA ROSA, Calif., contract awarded to John C. Spaletta, \$13,912 for const. conc. storm drain in Santa Rosa Ve., Santa Rosa.

October 3, 1945

FOLSOM, Calif., contract awarded to Mitchell Diamond Drill Co., \$26,630 for core drilling at Folsom Dam site at Folsom.

SAN FRANCISCO, Calif., con-

tract awarded to Mercer Fraser Co., \$130,873, for const. inner wharf Fleet Landing, Ferry Bldg., S. F.

ISABELLA, Calif., contract awarded to Cannon & Jeffries, \$11,535, for core drilling at Isabella Dam site at Isabella, Calif.

October 8, 1945

SACRAMENTO, Calif., contract awarded to A. Teichert & Co., \$6703, for improvement of San Diego Way, Sacramento.

SACRAMENTO, Calif., contract awarded to R. Goold & Son, \$90,071, for construction of 18th and North "B" St. sewer in Sacramento.

SAN JOSE, Calif., contract awarded to A. J. Raisch, \$8818, for repair

work on Irving, Leland & Rutland Aves. & Elliott St., in Santa Clara County.

SAN JOSE, Calif., contract awarded to Edw. Keeble, \$3765, for const. of culverts on Coolidge, Highland & Fitzgerald Ave., Santa Clara County.

October 9, 1945

SAN FRANCISCO, Calif., contract awarded to J. N. Pitcher, \$2962.5. for misc. work on El Camino Del Mar.

SAN FRANCISCO, Calif., contract awarded to J. H. McFarland, \$15,430, for const. bridge foundations, in Placer County, Calif.

SONORA, Calif., contract awarded to Beerman & Jones, \$4305, for surfacing on Shepherd St., Sonora.

CALIFORNIA DIVISION OF HIGHWAYS PROGRAM

The California Highway Commission in Sacramento on September 24, allocated funds for construction of the following projects, totaling over \$49,000,000.

The State plans to begin publishing calls for bids shortly, except on those projects located on the Federal Aid System and which will be partially financed with Federal Aid funds. These cannot be advertised until Congress passes resolution giving the Public Roads Administration authority to proceed with the Postwar Federal Aid Highway program.

Projects are listed alphabetically by counties. It is expected all these projects will be advertised for bids before June 30, 1946.

| County | Miles | Description | Estimated Cost |
|---------------|-------|--------------------------------------------------------------------------------------------------------------------|----------------|
| Alameda | ..... | In Oakland, across San Leandro Creek and S. P. RR., strucs., Route 69..... | \$ 980,000 |
| Alameda | ..... | In Oakland, acr. Elmhurst Creek, arroyo Viejo, Leona Creek, Daman Slough & East Creek Slough, struct., Rt. 69..... | 203,000 |
| Alameda | 0.7 | Near Brightside, bridges & approaches, Rte. 107..... | 292,000 |
| Butte, Glenn | ..... | Big Butte Creek, bridge & approaches, Rte. 45..... | 50,000 |
| Colusa | 3.3 | 3 mi. N. of Arbuckle to 4 mi. S. of Williams grade, pave and strucs., Rte. 7..... | 318,000 |
| Del Norte | 0.7 | Lurwar Creek, bridge and approaches, Rte. 46..... | 110,000 |
| El Dorado | 4.8 | 2 1/4 mi. E. of Clarksville to Shingle Springs, grade and surface, Rte. 11..... | 373,000 |
| Fresno | 2.1 | Calwa Overpass to Fresno, grade and pave, Rte. 4..... | 533,000 |
| Fresno | 7.3 | 1/4 mi. S. of Fowler to Calwa Overpass, grade, pave and structure, Rte. 4..... | 948,000 |
| Fresno | 1.4 | Ranocne Road to Tranquillity Road, bridges and approaches, Rte. 41..... | 177,000 |
| Humboldt | 0.2 | biac river, bridge and approaches, Rte. 20..... | 244,000 |
| Lake | 0.7 | St. Helena Creek, bridge and approaches, Rte. 49..... | 90,000 |
| Lake | 2.0 | 1 1/2 mi. N. of Rodman Narrows Road to Rte. 15, grade, surf. & strucs., Rte. 89..... | 370,000 |
| Lake | 0.6 | Keiseyville, bridge and approaches, Rte. 89..... | 170,000 |
| Lassen | 7.5 | Bidariat to Doyle, grade and surface, Rte. 29..... | 255,000 |
| Marin, Sonoma | 11.7 | Ignacio Wye to 1 mi. S. of Petaluma, Grade, pave and strucs., Rte. 1..... | 1,994,000 |
| Mendocino | 0.6 | Rock Creek, bridge and approaches, Rte. 1..... | 136,000 |
| Mendocino | ..... | Dooley Creek, bridge and approaches, Rte. 16..... | 34,000 |
| Mendocino | 0.9 | Slick Rock Bridge, grade and surface, Rte. 56..... | 110,000 |
| Merced | 3.8 | Black Rascal Canal to Buhach Station, grade, pave and structures, Rte. 4..... | 551,000 |
| Modoc | ..... | Lava Bed Rd. to W. Co. boundary, culverts, Rte. 210..... | 21,000 |
| Monterey | 1.9 | 2 mi. S. of Salinas to Salinas, grade pave., Rte. 2..... | 300,000 |
| Monterey | 8.4 | Santa Rita to 0.8 mi. N. of Crazy Horse Summit, grade and surface, Rte. 2..... | 1,035,000 |
| Monterey | 3.0 | Del Monte Jct. to Seaside Jct., grade Rte. 117, 56..... | 584,000 |
| Placer | 2.6 | Auburn, 0.1 mi. W. of Nevada St. to 1 mi. E. of Auburn, grade, pave & structures, Rte. 17, 37..... | 867,000 |
| Sacramento | 4.1 | N. Sacramento Viaduct to Howe Ave., grade, pave and strucs., Rte. 3..... | 1,924,000 |
| San Joaquin | 4.5 | Salida to 1 mi. N. of Ripon, grade, pave and structures, Rte. 4..... | 738,000 |
| San Joaquin | 8.4 | Calaveras River to Lodi, grade, pave, strucs., Rte. 4..... | 1,112,000 |
| San Joaquin | 3.7 | Grantline Rd. to Mossdale, grade, pave, strucs., Rte. 5..... | 689,000 |
| San Joaquin | 0.3 | Calaveras River, bridge & approaches, Rte. 97..... | 50,000 |
| San Mateo | ..... | Bayshore Freeway, South S. F., over S.P. tracks & Grand Ave., Struc., Rte. 68 | 947,000 |
| San Mateo | ..... | Bayshore Freeway, South S. F., at Butler Rd., Struct., Rte. 68..... | 79,000 |
| San Mateo | ..... | San Mateo, over Bayshore Freeway at Peninsular Ave., structure, Rte. 68..... | 430,000 |
| Santa Clara | 8.1 | Ford Rd. to Santa Clara St., grade, pave, & strucs., Rte. 2..... | 2,525,000 |
| Santa Cruz | ..... | Waddell Creek, bridge and approaches, Rte. 56..... | 43,000 |
| Shasta | 0.8 | Seaman's Gulch, grade, surf., strucs., Rte. 28..... | 160,000 |
| Solano | 6.0 | Ulatis Creek to Midway, grade, pave, strucs., Rte. 7..... | 731,000 |
| Solano | 6.1 | Midway to 1.3 mi. N. of Dixon, grade, pave and strucs., Rt. 7..... | 1,190,000 |
| Sutter | 2.5 | Across Feather River, Marysville & Yuba City, strucs. & appro., Rte. 3..... | 2,183,000 |
| Tehama | 7.1 | 6 mi. N. of Red Bluff to Shasta Co. line, grade, surf., Rt. 3..... | 638,000 |
| Tehama | 2.8 | Mill Race Creek to Red Bluff, grade, surf., strucs., Rte. 3..... | 621,000 |
| Trinity | ..... | New River Bluffs to Cedar Flats, surf., Rte. 20..... | 22,000 |
| Tulare | 0.2 | White River, bridge and approaches, Rte. 4..... | 30,000 |
| Tulare | 0.6 | Yokohl Creek, bridges and approaches..... | 67,000 |
| Yolo | ..... | Tule Canal, bridge and approaches..... | 74,000 |

ADDITIONAL CENTRAL VALLEY PROJECT FEATURES RECOMMENDED FOR IMMEDIATE CONSTRUCTION

| FEATURE | STREAM | CAPACITY | COST |
|--------------------------------------------|---------------|-----------------|---------------|
| Friant-Kern Canal dist. systems (portions) | San Joaquin | 350,000 acres | \$ 27,000,000 |
| Madera Canal dist. sys. | San Joaquin | 80,000 acres | 3,000,000 |
| Pine Flat Reservoir | Kings | 1,000,000 acres | 19,700,000 |
| Pine Flat Power plant | Kings | 45,000 kw. | 3,300,000 |
| Monticello Reservoir | Putah | 2,200,000 a.-f. | 15,000,000 |
| Monticello power plant | Putah | 25,000 kw. | 1,700,000 |
| Yolo-Solano Canals & dist. system | Putah | 100,000 acres | 5,300,000 |
| Folsom Reservoir | American | 1,000,000 a.-f. | 39,900,000 |
| Folsom power plant | American | 60,000 kw. | 4,500,000 |
| New Melones Reservoir | Stanislaus | 1,100,000 a.-f. | 29,800,000 |
| N. Melones power plant | Stanislaus | 48,000 kw. | 3,000,000 |
| Tulloch Reservoir | Stanislaus | 70,000 a.-f. | 2,500,000 |
| Tulloch power plant | Stanislaus | 20,000 kw. | 1,500,000 |
| Black Butte Reservoir | Stony | 160,000 a.-f. | 5,800,000 |
| Rollins Reservoir | Bear | 60,000 a.-f. | 3,700,000 |
| San Luis Reservoir | San Luis | 816,000 a.-f. | 28,000,000 |
| San Luis-West Side Canal & dist. system | | 250,000 acres | 32,000,000 |
| Isabella Reservoir | Kern | 550,000 a.-f. | 8,700,000 |
| Hot Springs power plant | Kern | 3,500 kw. | 700,000 |
| Arvin-Edison project | Kern | 100,000 acres | 10,000,000 |
| Terminus Reservoir | Kaweah | 145,000 a.-f. | 7,700,000 |
| Success Reservoir | Tule | 115,000 a.-f. | 7,100,000 |
| New Hogan Reservoir | Calaveras | 325,000 a.-f. | 7,000,000 |
| Bidwell Bar Reservoir | N.Fk. Feather | 200,000 a.-f. | 56,500,000 |
| Bid. Bar power plant | N.Fk. Feather | 104,000 kw. | 5,500,000 |
| Elbow afterbay pow. plt. | Feather | 20,000 kw. | 4,500,000 |
| Transmission sys. (por.) | | | 32,600,000 |
| Total | | | \$366,000,000 |

OTHER CENTRAL VALLEY PROJECT FEATURES AVAILABLE FOR IMMEDIATE DEVELOPMENT

| FEATURE | STREAM | CAPACITY | COST |
|-------------------------------------------------------------------------------------|--------------|---------------|---------------|
| Indian Valley Reservoir | N. Fk. Cache | 250,000 a.-f. | \$ 3,300,000 |
| Clear Lake-Soda Creek Tunnel | Cache-Putah | 3,200 c.f.s. | 3,000,000 |
| Yolo-Solano dist. sys. (port) | Cache | 50,000 acres | 1,700,000 |
| Folsom-Newman Canal (port.), dist. sys., and Soughhouse power plt. | American | 3,000 c.f.s. | 13,000,000 |
| Orland Project exten. | | 100,000 acres | 6,500,000 |
| Bear River canals | | 16,000 kw. | 1,500,000 |
| Feather River canals | Stony | 15,000 acres | 1,000,000 |
| Nashville Reservoir | Bear | 8,000 acres | 400,000 |
| Nashville Power plant | Feather | 40,000 kw. | 2,000,000 |
| Buchanan Reservoir | Cosumnes | 550,000 a.-f. | 13,500,000 |
| Hidden Reservoir | Cosumnes | 18,000 kw. | 1,500,000 |
| Table Mountain Res. (low dam) | Chowchilla | 70,000 a.-f. | 3,500,000 |
| Table Mt. power plant | Fresno | 90,000 a.-f. | 5,300,000 |
| Tributary storage res. | Sacramento | 500,000 a.-f. | 26,060,000 |
| New Bullards Bar Res. | Sacramento | 45,000 kw. | 4,050,000 |
| N. Bullards Bar pow. pl. | Sacramento | 700,000 a.-f. | 40,000,000 |
| Yuba River Canals | North Yuba | 675,000 a.-f. | 34,500,000 |
| Red Bluff-Dunnigan Canal (por.) and dis. sys. | North Yuba | 60,000 kw. | 3,500,000 |
| Mountain and foothill projects, Yuba, Nevada, Placer, Eldorado & Tuolumne Co. areas | Yuba | 15,000 acres | 1,000,000 |
| Transmission sys. (por.) | Sacramento | 100,000 acres | 15,000,000 |
| Total | | | \$161,310,000 |