



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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## Swanson returns from successful field trip

### FACING the FACTS

With PHILIP PEARL

This column deals with futures because it has to. In most cases it is reprinted in the labor press from one to two weeks after it is written. Therefore, the subject matter must be chosen with an eye to its future reader interest.

The United States also deals in futures because it has to. Military plans, diplomatic maneuvers and economic decisions must be made far in advance of the effective date. The welfare of the nation demands it.

With this preliminary explanation, we wish to call attention now to the urgent need of immediate decision on a paramount economic problem which is bound to have far-reaching effects in the future. We refer to the wage problem.

There is one school of thought which preaches—and practices—delay, a school whose faculty is made up of the public members of the National War Labor Board. We fear they are playing with dynamite.

They feel that this is not the time to revise the nation's basic wage policy. They counsel delay and postponement until the war ends.

### GENEROUS SOUL

In fact, one professor of this school of thought has even gone so far as to suggest that it would be too dangerous to monkey with wage changes now and if labor will only wait until the war ends the National War Labor Board would then be more than willing to order a general wage rate increase.

How lovely! How generous! How academic! And how impossible are these pious and benign but completely impractical ideas!

The professor forgets that when the war ends and war contracts are cancelled there will be a surplus of labor instead of the present shortage. At least temporary unemployment is bound to come. Perhaps millions will be searching for jobs. Does he think that at such a time it will be economically feasible to decree and enforce wage increases? Some one should teach the professor the economic facts of life.

If his reasoning is sound, then we are wasting our time holding conferences like the one at Dumbarton Oaks on the organization of lasting peace because the war is still on. Yet every one knows how important it is to obtain a clear-cut agreement on the organization of peace and international cooperation while the wartime spirit of cooperation still runs high among the United Nations.

Labor begs to differ with the professor because it realizes what it is up against now and what it will have to face when the war production program is drastically cut back. It realizes that the cost of living has never stopped going up during the war and that it will continue to go up after the fighting ends because there will still be a scarcity for a long period of consumer goods—especially food.

### SHOWDOWN NOW!

That is why labor insists on a showdown now—a showdown on the basic issue of justice to the workers of our country who have helped to win the war and have voluntarily refrained from capitalizing on their economic strength during the war.

Every time labor has asked for adjustment of wage rates during the war, a hue and cry has arisen against it. Editorial writers and radio commentators have screamed to high heaven about the size of take-home wages, but they have studiously omitted any mention of the fact that these higher earnings are a result of longer hours of work. They have never pointed out that the purchasing power of higher take-home wages has been nullified by booming living costs.

And now let's see what's going to happen to take-home wages if the War Labor Board professors have their way and no change is made in the Little Steel formula. A man now working for a dollar an hour earns \$40 for the first forty hours of work and an extra \$12 for eight hours overtime at time-and-a-half, making a total take-home wage of \$52 a week. Comes the end of the war and overtime disappears, even if the worker is lucky enough to hold his job. Thus, his take-home pay is cut \$12 a week.

If any economist can show us how a working man's family which is hard pressed now to get along on \$52 a week can manage to make both ends meet at \$40 a week during the post-war period, we'll eat our hat. If any War Labor Board professor can convince us that the nation's purchasing power can be safeguarded while take-home wages are cut right down the line, we'll shut our trap.

But as it looks to us now, in the absence of any such proof, our country and its workers are going to be in a tough spot unless immediate action is taken to revise the Little Steel formula so that employees will be able to receive for forty hours in the post-war period what they earn now for forty-eight hours.

### Labor's Champion



In urging the re-election of Sen. Robert F. Wagner (above) (D., N.Y.), AFL Pres. William Green said, "labor never had a more able champion or a more loyal and devoted friend in the Congress." (Federated Pictures)

### Union-busters take beating as Prop. 12 snowed under

All members of Local 3 who may not have access to California newspapers, including those overseas, will be pleased to know that Organized Labor conducted a highly successful fight against the vicious and mis-named "Right to Work" measure (Proposition No. 12). As we went to press, the trend of the returns indicated that the voters of California had smashed down this disruptive measure by something like a 500,000 majority.

Labor was supported magnificently in this fight by hundreds of civic, church, social and veteran organizations which realized that No. 12 would do great damage to war production and morale in the state.

It is noted that similar measures on the ballot in other states November 7 were also turned down by spanking majorities.

However, the open-shop wrecking-crew in Los Angeles (the Merchants & Manufacturers' Association) is at it again and has already prepared similar legislation to be submitted to the next session of the State Legislature.

### Local union manager hails defeat of Proposition 12

By V. S. SWANSON  
Local Union Manager

At the time our October newspaper went to press I was in Washington, D. C. I had been called there by the Chairman of the Board of Trustees, Brother Gramling. The Trustees were called in the performance of their duties of office. It was a rare privilege for me to be associated in this work with two so able and outstanding men as Brother Gramling and Brother Stuhr. We found that the finances of our International under the leadership of our General President, William E. Maloney, and our General Secretary-Treasurer, F. A. Fitzgerald, are properly being administered and our entire membership is to be congratulated for having such men at the head of our International.

While in Washington I was able to contact the Wage Hour Division and other Agencies which have to do with settling so many of our wage dispute cases. I had considerable success. However, it was all accomplished through the efforts of John J. McDonald, the so able Assistant to our General President. My entire trip required only one week. I flew there on a Sunday and returned the following Sunday—not bad for such a long trip! Since my return I have been plenty busy. I spent a few days in Nevada and visited both Reno and Ely.

### TRAVEL BIG PROBLEM

Since jobs in that State are so widely scattered, traveling for Business Agents has become a most serious problem. Up to now we have had two Business Agents stationed in Reno, and they in turn have made trips to Ely and other localities in Nevada where jobs are going on.

### SPENCE AT ELY

The distance between Reno and Ely is over 300 miles. We have now made arrangements so Brother Spence will be located at Ely somewhat permanently and will cover certain territory located in that area. This will give Brother John DeLagrange more time to spend around Reno. I have also visited Stockton in connection with the Rough and Ready Island job where we are having considerable difficulty establishing the prevailing wage scale. It has now reached the stage where the successful bidder on this job has agreed to sign a petition with Local No. 3 requesting the Wage and Hour Division at Washington to adjust wages upward in certain classifications which are out of line, and we will of course go along with this plan hoping to get the proper adjustments.

Reports from the various Business Agents give you a very complete picture of our entire jurisdiction, and the activities of our Business Agents will of course speak for themselves.

During the last week I have been confined to the bed mostly—the old flu got me. I was compelled to stay away from our last regular meeting, but I am now up and around again. On November 10 I am leaving for New Orleans to attend the Building and Con-

struction Trades Department Convention and also the A. F. of L. Convention. It is my belief and hope that the old jurisdiction squabble between the Machinists International and the Operating Engineers will be settled for all times.

### GREAT LABOR VICTORY!

Well, the election is now over and organized labor appears to have won a great victory. WE STILL HAVE A WAR TO WIN! The vicious anti-labor proposition on the California ballot, known as Proposition No. 12, was defeated in no uncertain manner. This proposition cost Local No. 3 a lot of money and a lot of hard labor. It simply shows what we can accomplish when we all work together for a common purpose.

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### Workers must file next tax reports soon

Washington, D. C.—Workers are advised by Joseph D. Nunan Jr., Commissioner of Internal Revenue, to file new withholding exemption certificates with their employers no later than December 1, as required under the Individual Income Tax Act of 1944.

The new law changed the method of counting exemptions, and therefore made it necessary to get new certificates from all employes who work for wages from which income tax is withheld. The new certificates must be filed to assure employes the proper exemptions from withholding on all wages paid on and after January 1, 1945. All old exemption certificates now in use will expire automatically December 31.

The law does not permit an employe to receive any withholding exemption after January 1 unless he has given his employer a new certificate, Nunan pointed out.

A leaflet designed to help employes understand and fill out the new exemption certificates will be distributed by employers along with the new certificate forms, Nunan announced.

Get behind the sixth war loan--starts Nov. 20!

War Bonds Help Build a CRUISER



## Rough & Ready Island jobs boom activity in Stockton

By ED DORAN  
Business Representative

**Stockton**—The Naval Supply Depot on Rough and Ready Island has been started by Morrison-Knudsen, Ford J. Twaits Company and it has gotten off to a good start. Three weeks before the job was let for bid there were one hundred and sixty-six men on the out of work list waiting to go to work on this project. Five days after the job was started there wasn't a cat skinner, blade man or oiler out of work. Every foreman on the job working with the Engineers has cleared through the Stockton office and are members of the Engineers Union.

Every pump and compressor also has an Engineer; where an Engineer has more than one pump to operate he is paid at the rate of \$1.62½ per hour. The Master Mechanic is George Lewis, an old-timer in the Engineers Union; some of the cat skimmers will remember him from Clarence Crows' levee job out of Marysville. Every heavy duty repairman is also a member of the Operating Engineers Union.

You fellows from up around Redding will be wondering what happened to Chas. (Slim) Potter. Well, he is working on M & K N. W. and will be home Christmas and treat you to tom and jerries, the rumor here is he is Redding's best cocktail lounge proprietor.

Prof. Al McCaffery is pushing for M & K and if he doesn't make a good showing on the job he has no one to blame but himself, because he is the man who issued the diplomas. The Professor you will remember was prexy at the Union Cat-Skinning school last year.

The shovel runners have not fared so well, the shovels that have arrived to date have had a runner come in with it, but expect to have them all working in a short while as the M & K Co. is contemplating double shifting the shovels at earliest possible time.

Brother Jim Melton is assistant to Jim Wells and has been busy lining out the equipment, also have a new classification on this job (equipment inspector). Brother Carlton has nabbed this softy.

Some of you old-timers will know Brother D. C. Chester who has a job as grade foreman for M & K.

Brother Jess Ritchie has arrived on the job with three trenching machines and one dozer. Brother Harold Black is operating one of the rigs.

Brother Willoughby has on the job one of the biggest trenching machines that has ever hit this vicinity.

Hunt and Frandsen is one of the contractors who has moved in on the job, coming from Nevada. Brother Walt Beastnor was the first cat skinner to get a clearance for this contractor. Brother Turner is shifting on the day shift and Henry Linkert on the night shift. Hank is well known among the cat skimmers, as he worked on several of the large levee jobs around Marysville.

Brother Glenn Beauchard has brought in DeVilbiss' string of cats, and is operating two shifts.

Biasotti is going strong with his "cats." The Biasotti company has been working on this project for over two months, and has complete many miles of railroad grade, and has made many large rock fills for storage areas and buildings; also erected a large number of temporary buildings to be used as living quarters for the men employed on this job. Biasotti also has the contract for unloading all material and supplies for the Navy.

A. D. Schaler has laid all the rails for the railroad and is now busily engaged in putting down ballast and leveling the road. More about this project next issue.

George French has moved his rock crusher and crew back over to Tracy in his rock quarry and has a fairly large job supplying rock for the Army.

Claude Woods has been working his gang around Stockton doing little jobs here and there. Brother Bob Knight is running motor patrol for Woods.

Johnson Drake and Piper have completed their work at Vernalis and Crows Landing; and the gang has split up, most of them coming to Stockton.

McGaw has been busy around Stockton, and is now working on a job for the Harris Manufacturing Co., filling in many acres of land with rock to be used as storage yard for Army trucks which are being knocked down and crated for overseas shipment.

There is going to be let for bid this month about five miles of highway and underpass from Stockton to Rough and Ready Island; also several miles of resurfacing in San Joaquin County.

Geo. Patterson has about three weeks more work at Cooks Station, then he will move his spread to Firebaugh where he has about 7 months work.

The Sykes Company from Patterson has started a little job around Westpoint on a logging highway. Don't have any information at present but will report on it next issue.

The members of the Operating Engineers should be proud of their Boy Scout Troop Number 73, located in Stockton and sponsored by the Engineers Union. They were successful in taking all the top honors for the year in a recent examination held in the Municipal Auditorium at Stockton. Brother Emmett Bettinger should also be commended for his good work as Scout Master of Troop 73. Any one wanting to help this troop financially can get information at the Stockton office.

The gang at Western Freight Handlers at Lathrop Holding and Reconsignment point are very busy. The job is going along very nicely since the last meeting held at Stockton, just recently some minor problems have arisen but expect to have them settled shortly.

Just a reminder, please, don't hustle your jobs in this area, give your fellow member who has registered on the OUT OF WORK LIST and waits in the hall, a fair shake. There is enough work for everybody, so wait your turn. Thank you.

The Stockton office will remain open Friday nights until 8 o'clock until further notice.

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## Housing Agency Says 12 Million Dwelling Places to Be Needed

Washington, D. C. To meet the needs of American families during the first post-war decade, construction of 12 to 16 million houses and apartments will be required, the National Housing Agency said, offering as an annual production goal over 1,260,000 units per year.

NHA said such a building program would be designed to replace substandard dwellings with good homes which, assuming 1944 prices and an average post-war income of \$125 billion, should put one-third of the units in low income brackets, renting at \$30 a month.

## Operation of dredgers vital in bay area

By WM. A. SPEERS,  
Business Representative

Now that the day of our National Election is a matter of history, and an Administration of the people's choice is again in the harness, we can look forward to the future for the fulfillment of a world-wide program firmly planted on the foundation of social and economic progress.

Consistent with the demands of such progress will be offered such opportunities as have heretofore been unknown.

As never before, members of Organized Labor, working hand in hand with the policies of our National Administration, should build a foundation that never again will crumble into the dust of despair at the hands of the unscrupulous.

To win the war and the peace is our first obligation. We should accomplish this at the earliest possible time without interference or interruption from any source that will in any way retard the war effort.

Dredge operations are second to none in importance in maintaining navigable waters of our San Francisco Bay, and while this work is extensive and most of the equipment kept busy, still we are short of personnel for many of the crews.

This employment is nearly always steady and offers good opportunities for those who may want to consider this type of work for a career. The nature of the work requires considerable skill and training and offers good wages and working conditions. At the present time we have orders for all classifications from deckhand to leverman, and are particularly concerned in filling these jobs.

May we also call attention to requests we have had from the Naval Procurement Office seeking dredge captains for operations in the South Pacific. Applicants qualifying will become members of the Naval Reserve as Commissioned Officers with all of the benefits attached to the regular Military Service. Call or write for further information.

My instructions in covering operations calls for rendering every possible service to our members. Furnishing qualified help, maintaining organization, seeing that the provisions of our agreement are being observed; and adjusting disputes. Further than that, to make regular visits to the dredges and acquaint the members generally with dredge activities. In carrying out these instructions and to accomplish most for the members involved will require diligent work. In this regard we will appreciate the cooperation of all members on dredges.

This work, unlike others in our jurisdiction, extends over several of our representatives' territories, and, in emergencies, the representative in the district nearest to where the dredge is working can be contacted for information or advice. Likewise, the business of the Union can be conducted through any of our Branch Offices. We have received registered letters from the Associated Dredging Co. for the following members:

O. J. Coxwell, N. P. Jacobsen, Hans Jorgenson, C. Olsen, H. Peattie, J. A. Stark, J. W. Stark, J. H. Wilcox.

In checking with the Company we learn that they are requesting the correct addresses for the purpose of forwarding retroactive paychecks for the differential in agreement wage rates, allowed by the War Labor Board.

## Jobs in Fresno vicinity are Slacking up, Waack reports

By WM. C. WAACK  
Business Representative

**Fresno**—Many members of this District missed an opportunity of getting a cross-section of the operation of Local 3 and its postwar prospects and opportunities. On Saturday night, at 8 p.m. at 1035 Broadway, Business Manager Vic Swanson gave the boys quite a comprehensive picture and plan of the future possibilities of Local 3 as well as the manner in which our big Union, the largest in our International, carries on. Our genial President, Pat Clancy, presided and reports of the members of the Executive Board were well received.

Trewhitt, Shields and Fisher have a clearing job with the U. S. Engineers on the San Joaquin river bottom. Roy Withers is here with Brothers Harry Seward, Bill McDowell, Minyard, Chumley, Webster, Nelson and Perry. They are expecting to be able to place a few cats on this job before long. They close the river on the 15th and expect to hold it till the heavy rains come.

J. E. Haddock Co. has Earl Wilson and his gang still scraping at Earlimart. Bob Ayres went to Bakerville with the small Lima and Bob Codger is at Visalia airport knocking down revetments.

M. J. Ruddy & Sons are about buttoned up at their LeGrand setup. Still some rolling on the shoulders.

Albie Gaylord and his land levelers from Salyers are down for a couple of weeks. Albie took off for a vacation of two weeks. Ralph Sedgwick is hard to locate. After getting the Tulare Lake bottom dust out of his system he will probably show up.

Brown, Doko and Baun have finished the Coalinga and Lemoore Highway job. The shoulders are all that is left at Hub. Goshen is wound up. Brother Madeiras came over from the coast on a blade. The cat is working in the oilfields along with another half dozen of our operators keeping him company.

Brother Tyler Lowe after skinning cat in the Tulare-Avenal area for 13 years, is now supervising the operation of equipment for Brown Materials. Thirteen years is a long time to ride these rigs. Mr. Elliott got a damned good man and Tyler got a good job.

Machinist Mate Arthur Lynch, now with the Sea Bees in Guam, is putting in as much time in jungles as he did working for Gramatky at Marysville.

"Captain Pete" got a well deserved rest, clean sheets, good grub, etc. Pete has been in five engagements and operations, all very exciting. "And the hunting isn't bad, all backyard stuff, if you know what I mean." He hopes to be back on the job in 1945. We all hope so, Pete.

Martin Kritzer has moved three dozers into Riverdale. Ray Kepley is mechanic on this job. Kritzer is planning to run a string of cats,

landleveling out of Woodlake. There is plenty of room in this end of the valley for a fellow like Martin Kritzer. Come on in Brother.

John Dial is still over at Coalinga for Stanfield. It is rumored about that John has forsaken his old pals of the Bachelor's Club. Lots of luck, John.

At Teichert's, on the Madera Canal, some of the gang are still holding out. Howard Kuntz is back on the truck crane with Red Mitchell. Brother Waller and Johnson are on the shovel. Filling out this crew are Brothers Harry Schultz, Wayne Selby, Barney Vanderhoof, R. J. Murphy and Leon Dutcher.

Brother P. M. Akers, Private First Class, dropped in on his way from Fort Lewis, Washington, to Mississippi, where he will be stationed until discharged. He is a diesel mechanic for Uncle Sam.

All three of the portable dredges have been moved out of the Lake. Walter Luetholz dismantled the S. F. Bridge Company's "Pronto" and hauled her up to the Bay during October.

Brother Max Bell is well on the way to recovery after a serious automobile accident. He is still on crutches and expects to be on the shelf for another two months.

Art Lewis wound up with Utah at Friant and intends staying on. Art is taking over the crane operations at the dam for the U. S. Bureau of Reclamation. He joins Brother Simpson, who is in the machine shop, on this same project.

Other than the river bottom project, jobs in the Fresno area are few and far between. We still hold hope for the Friant Kern Canal after the noise of election has passed on, and which, I am certain, has held this job out of reach.

## Guide to Freedom



Dr. Ruth Gruber (above) was sent by the Interior Department to Italy to supervise the evacuation to the U. S. of 981 warweary children, men and women refugees from fascism. Today they live safe from bombs and terror in Oswego, N.Y. (Federated Pictures)

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## Reno office reports future of Nevada mining industry

By H. L. SPENCE and JOHN DELAGRANGE  
Business Representatives

**Reno**—As I informed the Brothers in the September issue of the Engineers News that I would have information regarding Post-War plans for the Mining Industry for the State of Nevada, excluding Clark and Lincoln Counties, in which we have no jurisdiction over.

We have one of the largest Tungsten Mines in the United States located at Mill City, Nevada, and at this time it has no organization representing the employees. I may state that Brother Spence and I plan on an organizing campaign at this mine as soon as we complete our organizing campaign at Ely, Nevada. This mill employs approximately 100 men.

We also have a Tungsten deposit at Golconda, approximately twenty miles east of Winnemucca. This is owned and operated by the Getchel Mine Inc. We also have the Reiley Tungsten Mine deposit, two miles east of Getchel's Gold and Silver Mine, which is located forty-eight miles northeast of Winnemucca. This mill has been in operation since the war, refining tungsten ores. We have the employees of the Reiley mines and have been fortunate in securing the construction scale in this industry.

We also have a large deposit of Tungsten ore about thirty miles south of Valmeij, Nevada. These claims are not operating at this time.

We have a large copper deposit in Copper Canyon, forty miles south of Battle Mountain. This mine has a CIO contract, also the copper deposit mine at Mountain City has a CIO contract. These two deposits produce approximately 200 tons of copper ore per day.

At this writing there is a new mill being erected twenty-five miles north of Eureka, in Eureka County, being constructed by the National Lead and Zinc Company, and is being built by AFL craftsmen. This mill will be in operation within the next 60 days and we hope at that time to have an AFL contract for the operation, or the majority of the men, so we may file for a hearing before the NLRB. The Anaconda Copper Company has a prospect shaft located three miles west of Eureka. This shaft is down approximately 250 feet with drifts every thirty feet. Some of these drifts run two or three hundred feet in length. They have found this ore to hold high contents in copper, gold, silver, zinc, lead and molybdenum, and seem to strike richer ore the deeper they go.

We also have in the vicinity of Ely, Nevada, various large deposits of copper ore. These ores in the vicinity of Ely have traces of almost every ore mentionable, but mostly copper and gold.

We have in the Tonopah area various number of gold and silver deposits as well as lead and zinc included.

Nevada also has a large coal deposit approximately fifty miles west of Tonopah. This is located at Coldale, Nevada. This coal deposit is ideal for coking, which could be used for the smelting for refining minerals.

The Anaconda Copper Company at Yerington, Nevada, has a prospect shaft down 350 feet with several drifts. They have sample drilled that whole area for two and one-half miles square and have found large deposits of copper ore. They also have prospected down 2800 feet and the deeper they go the richer the ore. Their post-war plans are to construct a 10,000-ton mill and smelter. This is to be an open pit process, the same as they are now operating at Ruth, Nevada.

I mentioned in my last "News Letter" that we have a mill being constructed for the manufacture of "Wall Board Aggregate and Plaster Material." This is put through a process of crushing, burning, flotation operation, rolling mills and drying. This material is mined fifty-three miles south of Yerington, Nevada, in the Bodie, California, area, and transported to the mill in trucks. This rock when burned, expands twenty to thirty times its normal size. Our contract has been presented to the company and at this writing expects to be signed within the next week. This mill is now being constructed by AFL crafts.

We have our "Old Famous Comstock Lode" at Virginia City. This stripping and mining job was in operation but due to War Manpower restrictions they have ceased operation temporarily. I was informed that they were to start up again in the very near future. We anticipate this mining and stripping job to be one of Nevada's largest operations in the post-war work.

I had a very interesting conversation with Mr. Allen, Nevada's director for the United States Bureau of Mines and he informed me that due to different formula of chemicals the mining company can save all mineral deposits that are found in mined ore. The geologist survey, a division of the U. S. Mining Bureau, have been at work in Nevada for the past four years discovering every kind of known metals in the mining industry. If the price of gold goes to \$70.00 an ounce as anticipated, the gold mining industry of Nevada will be the largest of the Western States.

Since I have been transferred into the State of Nevada, I have spent most of my time in the mining industry in connection with construction in Ely, Ruth Pit and Kimberly, Nevada. We have a possible chance of a hearing of the NLRB for the men who work in the Ruth Pit. An organizing committee was elected at the last meeting held in Ruth, Tuesday, September 26th. The following brothers were elected: W. R. Anderson (chairman), W. D. Blackham, C. Jensen, Wm. Rowe and Nick Kranovich.

At Gabbs Valley after the 15th of October, there will be none of the brothers at the B.M.I. There will be approximately twelve members at the Basic Refractories at Gabbs Valley and Sierra Magnesite will have four or five members at Gabbs Valley.

Dow Construction is nearing completion of their contract at Herlong, California, putting in concrete floors in the warehouses. We have eight brothers on this job.

Russell Olson is furnishing the gravel and sand for this job. About five or six of our brothers are working there.

Dodge Construction has moved its hot plant off the Fallon Naval Air Base, setting up the hot plant outside of the air base area with prospects of more work there in the near future. They have two of our members doing some repair work on the hot plant.

Brother DeLagrange and I made a trip the week of the 25th to the 29th of September, at which time we covered the following jobs: Isbell Construction Company's job at Kimberly, Nevada, W. A. Béchel at Wells, Carl E. Nelson's job, twenty miles east of Elko where the grading is nearly completed. They are now laying the hot stuff, which they hope to finish before the snow flies. We have thirty-one of our brothers employed on this project. We stopped at Hunt and

(Continued on Page 5)

## AFL's members on board balk until formula revision faced

Washington, D. C.

Pressing for a quick show-down on the nation's basic wage policy, AFL members of the National War Labor Board refused flatly to sit in consideration of any specific wage cases now pending until the President decides once and for all the future status of the Little Steel formula.

The NWLB, still puttering around with its so-called "factual" report to the President on demands for readjustment of the pay formula, had indicated an intention of proceeding with a number of pending cases and offering "appeasement" to labor in the form of "hidden" wage increases.

The reaction of the AFL members was prompt and uncompromising. They served notice, after conferring with AFL President William Green, that they would be satisfied with nothing short of revision of the Little Steel formula which would adjust wage rates upward to make up for increased living costs.

It would be impossible, in the AFL's judgment, to deal adequately with the problem on the basis of evidence in any single case until the over-all policy is decided.

Furthermore, the AFL is disturbed by increasing indications on the part of the public members of the NWLB of a desire to continue stalling on their report to the President, thus delaying the final decision for months.

AFL Secretary-Treasurer George Meany charged in a public statement that NWLB Chairman Davis had "invited" the AFL members to "withdraw" from the Board if they persisted in their refusal to participate further in specific cases until the general wage policy is settled.

Davis quickly denied having issued such an ultimatum, although it was learned that other public members had warned him to retreat from his extreme position.

Mr. Meany and Matthew Woll, the other AFL board member, were reported to be suspicious of a move by the NWLB to appease certain CIO unions by offering "hidden" wage increases in the form of differentials for night work, vacations with pay, etc., which would not involve any open break in the Little Steel formula.

Meanwhile, the public members of the board drafted a portion of their "factual" report to the President and submitted copies to the other members for discussion and consideration. In the opinion of some disillusioned labor observers it may take at least another month before the full report is completed, approved and sent along to the White House.

Labor members of the board are proceeding with plans to draft their own report to the President because they are convinced that the document prepared by the public members will be unsatisfactory. The public members already have served notice that they will make no recommendations to the President on changing the pay formula. The first portion of their report, according to Mr. Meany, is so vague and diffuse that the President could find ample justification in it either for readjusting the wage formula or leaving it in status quo.

## 'San Jose keeps its head above Water,' says Murphy

By M. G. MURPHY  
Business Representative

**San Jose**—All is quiet with the exception of a few small jobs. Earl Heple has a small construction job at Campbell. A. J. Raiser and Ed Keeble are still working on their Stevens Creek job but expect to complete it within the next thirty days. The Harold H. Clapp Company, nationally known baby food processing concern, have started work on their \$165,000 plant at Newhall and Campbell Street. Carl N. Swenson is doing the job.

Haven't heard as yet when the General Electric Company is going to start on its new plant. A large wholesale candy factory is to be built by O'Brien's Limited in the Hedding Street district. It will cover 40,000 square feet. The W. R. Ames Company of San Francisco recently announced that they would also soon start work on a new plant at 28th Street and Bayshore Highway. They will manufacture galvanized iron portable surface irrigation pipe. Looks as if San Jose has quite a future as an industrial city.

Moffett Field is still going strong on improvements with Carl Swenson, L. C. Smith and C. Tressler doing the work. Pittsburgh De Moines Steel have practically completed their two years and four months of continuous construction of the huge Wind Tunnels and are offering many pieces of equipment for sale. Mr. Barker has informed me the company is considering placing bids on much of the outside construction in the near future. Marshall S. Hanrahan is moving back into the field. Sam Ball, the well-known "Pusher," will be on the job and accompanied by six or seven of our "Old Time" brothers.

Salinas has a couple of good sewer jobs to come up very soon and I expect to see some of our dear brothers of "Old Vintage" in that locality before long.

Santa Cruz is rather quiet with the exception of one small job being performed by Cardwell.

Watsonville is keeping its head above water at the present due to the continuous Air Base improvement program and some small jobs in the locality. However, most of this work is done by Granite Construction and about the same number of brothers keep steadily employed between the Watsonville Base, Monterey Air Base, Camp Ord, Camp Roberts, Salinas Air Base and Hollister Air Base. Let's hope it continues.

Permanente—Have spent considerable time at the plant recently making small adjustments and checking over the members, also attempting to get those who are not yet members to straighten up with the Union. Have made considerable progress along these lines but still have quite a little work to do. There has been a great reduction of personnel at the plant recently. On my previous visits to the plant, I had to be careful I didn't get walked upon. Now I have to exert myself to find someone to walk on. Quite a number of the old-time faces have disappeared. Am still keeping the Curve Office open Mondays and Fridays from 2 to 5 for the convenience of the members at the plant, so brothers, if you have any complaints, please register them with me either there or at the San Jose office. Better still, why not come down to the monthly meeting held every fourth Friday of each month at 40 North Morrison Street at 8 o'clock. These meetings are held for the convenience of our members and I would like very much to see a better attendance.

News from the Brothers: Bro-

ther U. M. Harris is parading around with his thumb in his vest and a big cigar above his chest, all proud over the arrival of a baby girl. . . . Received a phone call from Brother Moulster who is at present in Portland and wants to come home to Local 3. My advice brother, is come ahead. . . . Brother Billy Summers is confined to the hospital due to a temporarily unknown disorder. . . . Brother Ray Lorenz has been released from the Naval Hospital at Camp Shoemaker where he went recently for a check-up and treatments for an ailment contracted while in the frigid North. . . . Brother Lonnie Lanning, co-partner in the mountain moving business along with War Horse Leo De Honey of Permanente, was called to the colors November 2nd by Uncle Sam to help slap and rap the Japs. . . . Brother Clarence Keene got his hand tangled up in a ditching machine and is nursing a couple of smashed digits and will be tied up for some time. . . . Brother John Escover was tied up for some time due to illness but has reported back for duty and the old grind. . . . Brother Frenchy Taylor, the operator of the Sky Scraper Hammer Head at Permanente, was confined to the hospital recently, but has now been released and is ready to resume his former activities. . . . Brother Elmer Ojeda has been confined to his home for several weeks due to illness, but has now reported back for duty again. . . . Brother L. G. Kendall, who has been working at Moffett Field, injured his leg recently, got infection in it and won't be working for awhile. . . . Brother Walter J. Forslund who is now in Local 12, dropped in to pay us a visit recently. He is working for Guy Atkinson at Morro Bay and expects to be there for several months. . . . Brother Jim Merritt has dissolved partnership with the Food Machinery along with a couple of others. Brother Jim says he still "ain't" no machinist and has no intention of becoming one at this stage in life. . . . Brother Jack McGuire is now somewhere in France with the U. S. Engineers so his wife informs me. . . . Received a letter from Brother Dave Hanny who is in the frozen North. Said he was moving most of the "Cats" to Whitehorse from the Norman Wells road. Said the "Cat Train" was five miles long and quite a sight to see winding around the mountains. Dave should be busting in any day, now. . . . Received an enthusiastic letter from Brother Lew Redden. He had just received word that he wants to be sent home. Lew ended up with thirty missions, three hundred and twenty combat hours and twenty-three months overseas. Not a bad record, I'd say. . . . Received a most interesting letter from Brother Charley Dees, also a snapshot of himself on a shovel. Brother Dees is with the 1881st Aviation Engineers and says the Aviation Engineers are really making an enviable reputation for themselves in the Pacific Southwest. Charley says the brothers back here could certainly take lessons from the boys OUT THERE on how to hold their equipment together. When a piece of equipment breaks down, you can't run to a phone and call for new parts, you just gripe, cuss and wire it together in the best manner possible. The equipment has to be kept moving regardless. The progress of the campaign depends a great deal on the Engineer's ability to build up the bases in order to prepare for the next advance and they are doing a

(Continued on Page 7)



# News from the San Francisco office

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

## Word from the jobs

The MacDonald Kahn-Harney dirt fill job for the Federal Housing Project is still in progress.

E. J. Tobin Company has all the utility work on the above mentioned job.

At Hunters Point, Barrett and Hilp are still engaged on the contract for buildings and services. E. T. Haas Company building and utilities; Macnson's are doing utility work. Gerwick Morrison and Traits are finishing their original contract for the excavation of the new finger piers and are now starting on the contract for the new pier job. This job will no doubt furnish employment for a number of our members.

Pacific Bridge Company has completed their contracts, and are now in the process of moving from Hunters Point.

Eaton and Smith has considerable work in street grading and leveling; Charles Harney is still laying black stuff for street and parking areas; Ben C. Gerwick job on the sub docks is practically finished, and the equipment is being moved over on the new job. J. D.

Proctor Company has two small pile driving contracts using one skid rig at the present time. Devencenzi Brothers have a small building excavation job.

Pacific Bridge Co. has started on the new pier job at Bethlehem Steel Co. So far they only have one rig, the American working two shifts. Healy and Tibbetts have the sub contract for the pile driving work, have two rigs working at present.

At Treasure Island, Mercer Fraser Company is still working on the pier and dock work. Miller & Stoutenberg are engaged on the construction of barracks on Yerba Buena and Treasure Island. Desiano has still a small amount of work to perform.

The J. H. Pomeroy Company job on the Naval Fleet Hospital at Crocker Amazon Playground is rapidly nearing completion. This job has been rather interesting because of the fact that it is the first fully pre-fabricated steel building ever to be erected here.

Barrett and Hilp job on Pier 92 has reached the finishing stages.

The Jones Stevedoring, Pacific Stevedoring and American Stevedoring, and Northern California Terminals, are keeping a number of our members busy along the waterfront handling war freight and ballast.

Sibley Grading is still hauling red rock out of the pit on the Folsom Street hill.

Havaside Company and Smith Rice have all of their rigs working along the waterfront and East Bay, loading ships with the usual crews still aboard.

In Ship Repair work, General Engineering, United Engineering and Matsun Navigation Company, the activity is very slow at the present time due mostly to the scarcity of ships in need of repair.

At Bethlehem, Marinship, and Soule Steel, conditions remain the same with the occasional orders for operators, and the usual demand for more oilers!

In the past month, the Ken Royce yard has laid off a number of heavy-duty repair men, as they are getting caught up with the repair work and equipment is going out to various locations.

The Guy F. Atkinson Yard at South San Francisco has taken on one or two additional men in the yard. The garbage dump is going along about the same as usual. All other repair work in the county remains about the same as it was at our last report.

The construction work at Mills Field, Tanforan, and the tunnel jobs have been closed down due to rain and mud. There is about six weeks more at Mills Field if the weather clears up and stays clear. We have not heard anything to date regarding the 9½ million yards additional for Mills Field.

We had a little argument on the R. G. Clifford Tunnel job. Elmer Ingleson is opening one of the tunnels with Eights and scrapers. Someone, we don't know who, ordered Peterson Tractor Company of Hayward to do some repair work. The cats were not working Friday and Saturday. For some mysterious reason, Peterson came in on Sunday morning to do the repair work, not realizing that Business Agents work on Sunday. He moved the cats off the hill, and down into a gully to do the work,

but we smelled something going on and were there. Monday morning the operators did not think it was right to operate equipment that had been repaired on Sunday by non-union repair men. After a discussion that lasted until three o'clock in the afternoon, the boys decided to go back to work with the understanding that Peterson would do no more repair on said equipment.

The Belair Shipyard Maritime contract has expired. The yard now is taking shape as a storage yard, with five members working and receiving the construction rate of pay.

Western Pipe and Steel is proceeding as usual.

There is lots of work in line in San Mateo County. An additional job has been let at Tanforan and working conditions look good, if the weather will permit them to operate.

A new rock and gravel company has been trying to re-open the Market Street Quarry at Daly City. They have moved in a Northwest shovel and parked it, but there is no activity to date.

## Daily construction report

October 6, 1944

OAKLAND, California, contract awarded to American Elec. Co., \$38,876 for extension of night lighting system at Oakland Municipal Airport.

October 9, 1944

SAN FRANCISCO, Calif., contract awarded to Freethy-Kimball \$62,796 for .22 mile bridges, access road to Deachutes Lumber Co., timber areas in Shasta County.

MARYSVILLE, Calif., contract awarded to W. A. Bechtel Co. for const. three sheet steel piling coffer dams for bridge at Marysville.

OGDEN, Utah, contract awarded to Chytraus Const. Co. \$47,629 for const. of conc. aprons at Igloo Magazine, Ogden Arsenal Depot.

SACRAMENTO, Calif., contract awarded to LeBouf and Dougherty Co., and J. D. Proctor Inc., \$450,000 for removal of wreckage at Port Chicago channel.

FAIRFIELD-SUISUN, Calif., contract awarded to Moore and Roberts Williams and Burrows, \$592,645, for const. of barracks, paving and utilities at Fairfield Suisun Airport.

OGDEN, Utah, contract awarded to Jacobsen Const. Co., \$726,370 for construction of a hospital bldg. in Ogden.

HUNTERS POINT, Calif., contract awarded to Frank Dowling, \$13,000 for furn. hydraulically operated gate mechanism.

October 10, 1944

SAN PABLO, Calif., contract awarded to Oakland Sewer Const. Co., \$236,888 for const. vitr. sewer in District 18—El Sobrante.

LATHROP, California, contract awarded to Moore, Moore and Rubino for const. of c. bldgs. and warehouses, Lathrop Engr. Depot.

RICHMOND, Calif., contract awarded to American Bridge Co., \$1,392,535, for bridge crane runway, Naval Dry Docks.

October 11, 1944

SAN FRANCISCO, Calif., contract awarded to Wm. Martin and Sons, \$24,799 for repairs to original Francis Scott Key School.

SAN FRANCISCO, Calif., contract awarded to A. F. Matlock Const. Co., \$16,708 for const. armed guard post office at Mission St.

EL CERRITO, Calif., contract awarded to W. H. Talbot, \$1,243 for grading grounds and const. sidewalks at El Cerrito High School.

BERKELEY, Calif., contract awarded to Dinwiddie Const. Co., \$25,700 for extension of laboratories at Naval Medical Research Unit No. 1, University of California.

HUNTERS POINT, Calif., contract awarded to Peter Kiewit Sons and Haas Const. Co., \$285,132 for construction of mold loft and cable storage buildings at the Naval Dry Docks.

October 13, 1944

SAN FRANCISCO, Calif., contract awarded to Calif. Paving Co., \$9,890 for armor coat and const. new roads at Log Cabin Ranch, San Mateo County.

HAMILTON FIELD, Calif., contract awarded to Wm. D. Rapp, \$38,416 for const. lavatory and Post Engrs. Bldgs., Hamilton Field.

October 16, 1944

STOCKTON, Calif., contract awarded to Traits, Morrison Knudsen and Ben Gerwick (price not stated) for const. storehouses, open storage, tracks, roads, wharf and dredging, etc., at Naval Supply Depot, Oakland Annex, Rough and Ready Island.

SACRAMENTO, Calif., contract awarded to H. Sykes, \$47,650, 7.0 miles surf. with imported base material, betw. Sandy Gulch Mill Pond and J. P. Lodge Road, Calaveras County.

REDDING, California, contract awarded to Harmes Brothers, \$15,774 for repairing surface area near Honey Lake, Lassen Co.

VERNALIS, Calif., contract awarded to F. R. Zinck, \$6,661 for erection of addl. athletic facil., volley ball courts, etc., at Vernalis Convalescent Camp.

HUNTERS POINT, Calif., contract awarded to J. J. King, Inc., \$59,447 for const. of gym bldg., vic. of Kirkwood and Fitch Sts., Hunters Point.

October 17, 1944

MARTINEZ, Calif., contract awarded to Stockton Const. Co., \$10,217 for const. reinf. conc. water tank at the County Farm, 3 miles S. E. of Clayton.

ALTURAS, California, contract awarded to L. H. Leonardi, \$43,415 for const. of a 5½ mile transmission line in Lake County.

MARE ISLAND, Calif., contract awarded to Younger Const. Co., \$141,920 for const. of North housing project sewers at Navy Yard.

MORAGA, California, contract awarded to Union Paving Co., \$18,

440 for road repairs, St. Mary's Pre-flight School.

SAN FRANCISCO, Calif., contract awarded to Walter W. Johnson Co., \$250,000 for const. two pontoon ferry floats, S. F. Bay Area.

PORT CHICAGO, Calif., contract awarded to MacDonald and Kahn, \$1,599,361 for const. personnel and other struc., reservoir water and sewer sys., roadway imps. R.R., etc., Inland Storage Area, Naval Magazine, Port Chicago.

October 18, 1944

SAN FRANCISCO, Calif., contract awarded to K. R. C. Const. Co., \$16,709 for const. .95 miles Access Road to Camp Beale, near Smartsville, Yuba County.

SAN FRANCISCO, Calif., contract awarded to L. C. Smith, \$3,871 for resurfacing runway 18-36 S. F. Airport.

OAKLAND, California, contract awarded to Duncanson Harrelson, \$9,282 for const. barge and mooring facilities at Oakland Army Base.

SACRAMENTO, Calif., contract awarded to J. R. Reeves, \$41,778 for relocation of Sacramento Northern Railroad, along west levee.

SAN FRANCISCO, Calif., contract awarded to J. G. Grattan, \$9,745 for test borings at Sutro Reservoir Site.

STOCKTON, Calif., contract awarded to Ford Traits, Morrison Knudsen and Ben Gerwick, \$10,395,189 for const. storehouses open storage tracks, roads, wharf and dredging, etc., at Naval Supply Depot, Oakland Annex, Rough and Ready Island.

EUREKA, California, contract awarded to V. C. Olander, "S" and

Henderson, \$448 for const. 342 ft. cement sidewalk.

TREASURE ISLAND, Calif., contract awarded to Dinwiddie Const., \$10,233 for rehabilitation of shower rooms, radio matl. barracks.

MATHER FIELD, Calif., contract awarded to Markwart Co., \$37,589 for alts. to A. C. Fueling system at Mather Field.

October 19, 1944

POINT MOLATE, Calif., contract awarded to Underground Const., \$54,610 for road improvements, approx. 6,360 ft. new road and approx. 5,950 ft. surfacing over existing road at Naval Fuel Annex, Point Molate, Richmond.

HUNTERS POINT, Calif., contract awarded to Cahill Bros., \$314,779 for const. of 4 story reinf. conc. and struc. steel Optical bldg. at Naval Dry Docks, Hunters Point.

SAN FRANCISCO, Calif., contract awarded to Robt. McCarthy Co., \$15,814 for const. tem. recreation hall and dormitory bldg. at Log Cabin Ranch, La Honda, San Mateo County.

SAN BRUNO, Calif., contracts awarded as follows:

To Eaton and Smith, \$2,664 for grading, paving and trenching tennis court.

To Cyclone Fence Div., \$2,024 for const. tennis court fence.

To Eaton and Smith, \$2,832 for grading and paving playground.

To Eaton and Smith, \$1,024 for grading baseball field.

To W. G. Ebright, \$2,720 for const. irrigation system.

To Cyclone Fence, \$795 for reconst. baseball backstop.

SAN FRANCISCO, Calif., contract awarded to MacDonald and

Kahn, \$26,000 for playground development for projects.

SAN FRANCISCO, Calif., contract awarded to W. C. Akard, \$2,587 for const. incinerator at Fort Funston.

October 20, 1944

OAKLAND, California, contract awarded to Piazza & Huntley, \$389,953, for const. new NW-SE runway at Oakland Municipal Airport, Oakland.

RICHMOND, Calif., contract awarded to S. F. Bridge Co., for 1,000,000 cu. yd. dredging at Yard No. 3, Richmond.

FRESNO, Calif., contract awarded to Valley Paving & Const. Co., \$3,286, for 775 tons plantmix surf. on Belmont Avenue, Traffic Circle, Fresno.

SACRAMENTO, Calif., contract awarded to E. B. Bishop, \$69,673 for 0.1 mi. stabilize slide area at Benbow, Humboldt Co.

PORT CHICAGO, Calif., contract awarded to Macco Const. Co., and Case Const. Co., for const. Pier J Access Road, Port Chicago.

SACRAMENTO, Calif., contract awarded to Fred D. Kyle, \$19,533 for removing bridge decks on movable spans and replace with steel flooring, across Richardson Bay, at Manzanita and across Corte Madera Creek at Greenbrae.

SAN BRUNO, Calif., contract awarded to E. J. Tobin, \$40,572 for const. approx. 8,850 ft. 18" and 24" conc. or vitr. pipe outfall interceptor, in San Bruno.

TREASURE ISLAND, Calif., contract awarded to Healy Tibbetts Const., \$54,132 for dredging at South Pier, U. S. Naval Training and Distribution Center, Treasure Island.

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## Here and there with the brothers

On Gerwick Morrison Traits job Brother Affel Johnson is doing a good job as Master Mechanic, and Brothers "Whitey" Koche and "Johnnie" Chrisman are day shift foremen of equipment.

Brother "Johnnie" Stout is foreman over the night shift.

On Pacific Bridge job at Bethlehem we are wondering which one of the two foremen, Brother Dave Deaver or Howard Woods will have the opportunity to learn to swim first! We understand neither one of them are expert swimmers!

Brother Lew Conry of the A.A.F. was a recent visitor at this office and is now stationed in San Francisco.

We received a most welcome letter from "Mazoo" Sivils who is working for Bechtel Parson and McCone in Saudi, Arabia. He says to pass the word along to the brothers that the job isn't "too bad," but he would still rather be back here.

Brother Marcus Smith, master repair man at Macco, M & K, has

been having quite a time. He and his boys are waiting around in the mud. Brother Lundberg, master mechanic for Guy Atkinson, is roaming around in the mud, too.

We have been receiving numerous letters from our members in the service, mostly from overseas. We have tried to send the Engineers News to them instead of writing, as they get more news and a better idea of what is going on. The boys are receiving the news and enjoying it immensely.

# What's doing in the Oakland office

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

## Getting around the jobs

In checking our records we find that we cleared more men this month than we have for some time: 605 Construction men were cleared and 257 were dispatched to the Shipyards.

It is anticipated that the major portion of the Port Chicago job will be finished by spring or early summer. The \$20,000,000 expansion program for a naval magazine includes a \$15,000,000 inland storage area, which is situated 3½ miles from Port Chicago and covers 5500 acres. A permanent civilian village, roads, railway service and the latest safety innovations in ammunition storage and handling will be included.

Personnel will be protected by barricaded railroad sidings reinforced by high concrete retaining walls designed to force any explosion upwards.

There is approximately 40 miles of railway and 40 miles of highway through the area, two overpasses designed by the California State Highway Department and a railroad overpass over the Southern Pacific and Santa Fe tracks to facilitate switching of heavy traffic.

Barrett & Hilp, Rutherford and McDonald have the grading contract and a major portion of the Igloo sites. One hundred seventy-five members are on the job.

Fredrickson Brothers are doing the excavating and grading on the McDonald & Kahn portion of the job. Approximately 30 members are on the job.

Eight members are on the E. T.

Haas job doing the sewerage and water system work on the Port Chicago job.

Macco Construction Company are busy on the second pier driving piles. Thirty members are on the job. Brother James Huse is Steward.

A. J. Raisch have moved their Hot Plant from Richmond to San Jose. The Hot Plant they had in operation in Antioch is not working at the present time.

J. Henry Harris has a small job in Yard III, Richmond. Three members are employed on the job.

Brother Paul Bennett is Steward on the Braun Company job at Avon. Approximately five members are on the job.

Brother Jerry Marion is Steward on the W. A. Bechtel job at Avon. We have approximately eight members working at the present time on this job.

There are nine Hot Plants working full blast in this area by the following contractors: H. J. Kaiser, Radium; Heafy-Moore at their Yard on High Street, Oakland; Independent Construction Company have two plants, one at East Oakland, and one at Stege; Lee J. Immel, Industrial Highway; Blake Brothers, Point Richmond; Russell Olson, Concord, is doing the surfacing work of the Inland Storage portion of the Port Chicago job; Fredrickson Brothers are setting up a new

plant at the Inland Storage job; Piazza & Huntley still have their plant at the Oakland Airport, which will last throughout the winter.

N. M. Ball have moved a portion of their equipment from Fairfield to Port Chicago, transferring several old time operators, Foremen and Heavy Duty Repairmen. Brother Stanley Pacheco is Shop Foreman, Brother Buck Bowman is Foreman of the Tournear-pulls, Brother C. E. Huntington is Cat Foreman and Brother R. G. Webster is looking after the Shovels. Brother Don Harnish is Steward.

Macco Construction Company have five rigs on their job at the Oakland Airport building a retaining wall. They anticipate the work will last another month.

Approximately eight Engineers are employed on their job at Richmond.

The United Concrete Form Associates job at Concord Naval Magazine is going full blast. There are 15 Engineers on the job at the present time. Brother Ernie Engler is Master Mechanic, Ted Mirandette is Shop Foreman, and Brother Bill Yant is job steward.

McGuire & Hester are still working on the Santa Fe Yards at Richmond. Brother Hansen is operator on the job.

DeVilbiss has two cranes working at the California Steel Company job at Richmond.

Brother Jess Burch is Foreman on the Biasotti job at the Alameda Air Station. Approximately 4 members are on the job. The job is of about two months duration.

Piazza & Huntley are finishing up the first contract at Oakland Airport. Brother Ray Copley and Brother C. Holderman are Foremen. The second portion of the contract will start as soon as the dike is completed. Approximately 16 members are on the job.

Bechtel McCone are drawing their job to a close at the Standard Oil job in Richmond. Approximately 50 members are left on the job at the present time.

Moore Dry Dock Company is dredging for a new drydock at their West Yard, which should be in operation in 30 to 60 days. This work was tied up for a few days on account of the Pipefitters-Machinists trouble, which we understand has been settled and they should be back on the job at this time.

The United Engineering Company is doing quite a lot of construction work installing dockage and increasing their drydock facilities at their Alameda plant.

Hurley Marine Works, Foot of Fifth Avenue, Oakland, is building two additional drydocks at their Oakland plant.

All the other jobs on the Estuary, which we have not mentioned, are

running along approximately the same as last month. The Rock Sand and Gravel Plants in the Livermore-Pleasanton area are very busy with some new equipment being installed.

Macco Construction Company has a shovel at the Richmond Quarry for material on the Richmond bypass job. Approximately six members are on the job.

The Pacific Bridge Company has finally moved out of their Alameda yard. The Walter W. Johnson Company has taken over Pitts 1, 2 and 3, and are constructing Pontoon Barges for the Navy. They are using three Gantry Cranes. R. L. Zanini has a sub-contract on the job. He is using four crawler cranes in connection with this work. Brother Clarence Bullard is leaderman on the job.

The Walter W. Johnson lease is for a period of two months. After that time the General Engineering Company will take over the entire yard with the exception of Pit 4 and the east end of the yard, which has been taken over by the Navy.

The San Francisco Bridge Company at Richmond will move a dredge to Yard III, where they will dredge approximately 1,000,000 yards of mud.

There are 27 members employed on their job at Richmond at the present time. One of the old timers, Brother Chris Anderson, is on the job operating a stiff leg derrick.

## What the brothers are doing

The members of the East Bay and their families enjoyed a picnic sponsored by the Stewards at Montclair Park, Sunday, October 15. There was a large attendance and a good time was had by all. Two soft ball games were enjoyed and various games and contests were held, \$50.00 in War Stamps being divided up among the winners.

Brother Al Tucci, former Steward at Naval Supply Depot, Alameda, was cited by Admiral Morell for meritorious Civilian Service as an Operating Engineer. He was also cited by Captain Snyder of the Navy. Nice going, Al!

Brother Perry Rankin had the misfortune to lose his house and all of his household goods by fire in

Russell City recently. Defective wiring was the cause of the fire.

Brother Nick Backovich reports that his 19-year-old Marine son, Cpl. Nick Backovich, Jr., avenged the death of several buddies recently when he killed the Jap who got his friends. Cpl. Backovich has been in the service two years, most of the time being spent on duty at Cape Gloucester, New Guinea, Guadalcanal and Palau. He enlisted when he was 17 years old.

The following Brothers entered the Armed Services during the month of October: Brother Mickey O'Callahan, Navy Motor Division; Brother Medford Wood, Navy; Brother C. D. Randall, Army; Brother James Westbrook, Army;

Brother Vern C. Coker, Navy Ship Repair; Brother Max Ross, U. S. Maritime School, Catalina Island.

Brother F. V. Lempinen, 3 member, is helping his brother enjoy his return to the States after 31 months in the Southwest Pacific. Sgt. General Lempinen is in the Coast Artillery and has seen action in three major battles in the Asiatic theatre. Nothing could have surprised him more, he stated, when his name was pulled out of the hat for reassignment in the States.

Brother Glen Parish, 3 member, left recently for Costa Rica where he will be employed on a Central American road job. Brother Parish is under contract for one year.

Bud Whitney, Crane Dispatcher Yard III, Richmond, left recently for Portland, Oregon, where he will reside.

Brother George C. Neelands of Prefab lost a finger on a crane.

Brother Glen E. Descans, operator Prefab, is ill at his home with pneumonia. We wish Brother Descans a speedy recovery.

Brother Evan Blood, 3 member, had the misfortune to fall off a crane on the Raymond Concrete Pile job and sprained his foot. Brother Blood was off the job for several weeks.

Brother Bill Beesley of Prefab is

recuperating at his home from an appendectomy.

Brother Frank Owens is confined to the Permanente Hospital in Oakland suffering from a heart attack.

Brother Charles E. Knapp is confined to the Permanente Field Hospital suffering from first degree burns sustained while working in Yard Prefab.

Brother Alex Hotel is confined to his home recuperating from an operation. We understand that he will not be up and around again before the first of the year.

Brother Stew Thompson, operator in Yard III, has a Cafe on 3rd and Macdonald, Richmond.

## Our boys in service

A letter containing the news that Brother Joe Duncan MM 3/c has been promoted to a MM 2/c was received recently. Congratulations, Joe!

A change of address was received from George Criser, formerly Lt. Criser of Camp Livingston, Louisiana. It is now Capt. George Criser, A.P.O. 17273, New York. Good luck, Captain! George was formerly Cat Loader operator at Yard III.

Brother Swen Danielson MM 1/c has returned from 18 months in the Aleutians. Upon the completion of his 30-day leave, Brother Danielson is to report to Camp Parks for additional training.

Brother Seborn Jones, who has just returned from a 28 months stay in the Aleutian Islands, is now stationed at Swift, Texas. Brother Jones recently spent a much enjoyed furlough here with his family.

Word was received from the Johns Brothers who are serving

with the U. S. Army Air Force Engineers in Guam. Both boys are operating shovels on the Islands.

Brother Sgt. Raymond Sidbeck of the A.A.F. recently enjoyed a 15-day furlough here with his family. Brother Ray has been in the Army two years. During this time he has spent 11 months in a hospital here in the states recuperating from injuries received in a bomber crash in the South Pacific. At the present time Ray is stationed at a Twin Engine Flying Training School at Marfa, Texas.

A card was received from Brother J. P. Bettencourt, who is stationed at a Naval Training Center at Farragut, Idaho. Brother Bettencourt has come across three more men from the local stationed there. He urges all the Brothers to stay on the job and see it through and buy a few more bonds. He says he knows now what 100 pennies mean!

## Reno office reports on mining

(Continued from Page 3)

Frandsen, other access mine road job into the Getchel and the Reiley mine. There are fifteen members employed on this job which is working 100 per cent union.

W. A. Bechtel have two cats and a shovel crew working seven miles west of Carlin, Nevada, for the Western Pacific Railroad Company.

We have a new dehydrating plant to go in at Sparks, Nevada. This will cost approximately three hundred thousand dollars.

There are two more small jobs coming up at Herlong, California, which will cost approximately four hundred thousand dollars.

Isbell Construction job on Wells Avenue and their resurfacing Reno-Carson Highway jobs have been completed.

We have no new work contemplated at this time and the prospects for the winter look very poor.

## ALL-AMERICAN TEAMWORK!



# Round-up of the news from Utah

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

## C. L. Casebolt reports:

Work in Utah in general has been on the decline during the past month and will continue to do so during the winter.

We have had some calls for Civil Service Engineers and difficulty in filling them, owing to the low scale paid for this work. We have had some success in sending our engineers to work for the Army Engineers under our regular wage scale and working conditions. The Army has been very cooperative with us recently.

During the past month I have visited all the outside offices and several of the jobs. The negotiating committee for the Geneva Steel Company has been in an almost continuous session for the past month. This committee has taken practically all of my time during the past month. The agreements are now ready for submission to the War Labor Board. We have negotiated the major portion of the Keigley Quarry and the Geneva Steel agreement which will be signed this week and everyone understands the smaller portion is subject to the War Labor Board's directive.

Conditions for the Engineers are steadily improving in this state, while work has dropped off severely our conditions of employment are rising and our relations with the employer are more favorable than they have been at any time during the past and we have every reason to believe that when new work opens up next spring it will be on a great deal different basis than what it was this year.

## 'Winter quiet' seen by Foss for North Bay county areas

By H. O. FOSS  
Business Representative

**San Rafael**—Brother Tom Rush is getting started again at Mill Valley filling in for housing projects. Brother Yoder is shovel operator. Hutchinson is about caught up with back orders. Basalt installing large crusher at Daniels old quarry. Understand will be up-to-date screening plant ready to serve summer business. Their mix plant at Florsden is fairly busy. Plant at Healdsburg will be on single shift in the near future. Their quarry and the shipyard at Napa going full blast.

Superintendent Brother Red Bennett of Casson & Ball vows he is going to finish Napa-Vallejo road job by December 1 and is going to Mexico himself. Hope I can depend on that. Lowell and Rutherford have a joint venture filling in north of Mare Island Navy Yard for new housing unit. There is a lot of dirt to move, and they have two shovels double shifted. Much activity on Mare Island—various contractors.

Parrish Brothers at Benicia fairly busy and overhauling. Putting equipment in top shape. Fredrickson & Watson doing their best at Hamilton Field. Brother Si Rebis, Superintendent, says he has all the Huntingtons working on job but their sister and has requested for her to come up to flag. Brother Al Kingwell accepted job U.S.E.D. Hamilton Field and I suppose he will be there till spring perhaps. Al is a good pusher and contractors will be after him. Brother Goddard has gathered up all jewels on Harnays Link Belt and shoveling rocks for F&W Hamilton Field.

Union Paving, with Brother E. Gressot, Superintendent, should be done on their job at Santa Rosa for Navy Air Port at this writing.

## T. L. Clark reports:

Visited the Union Pacific Railroad's new power house which is virtually completed and is being manned by maintenance of way men. We will not be able to place any stationary engineers as we had previously hoped. This is a big blow to some of our brothers out of employment for the winter months.

Recently visited Wendover and find things very quiet as the new apron and hanger jobs have not yet been awarded.

Tooele and St. Johns have no work.

Work at Dugway was severely curtailed by the Army Engineers. We have a few brothers remaining there and it is only a matter of days until they will be knocked off the job.

Utah Construction job at Magna has switched over from railroad to Euclid trucks. We had quite a lay-off owing to this change, but many of our men are back driving Euclids.

Bingham Canyon stripping job is running one ten-hour shift. Going along 100 per cent with the engineers.

Gardner & Company have been doing considerable track laying and paving for the Denver & Rio Grande Railroad. They employ about six engineers.

L. A. Young, Young & Smith, Enoch Smith & Sons have all secured small contracts in the outlying district and will be working as best they may through the winter months.

A. G. Raish finishing all larger jobs and patching through winter various locations north bay.

Our old friend, Eddie Forde has most of his equipment at Mare Island with same old crew. The Brothers stick pretty well with Eddie. Forde has been fairly busy all summer. We hear from Harold Smith up St. Helena way now and then. Harold says he does better back in timber. He blindfolds the Brothers when he takes them in and they don't dare to try to come out without a guide. Scarbely Addington seems to be a permanent fixture with Basalt Quarries at Napa. They say he and the old N.W. make good yardage.

George Carr has been putting down a few poles for hop ranches up Sebastopol way. Looks like it will be quiet in this district this winter as nearly all big projects are buttoning up.

★ ★ ★

## Bulldozer Becomes a Terrible Weapon In War Against Fascism

Washington, D. C.

Seabee Aurelio Tassone really started something when he crushed a Jap pillbox with his bulldozer during the invasion of the Treasury Islands, according to the Navy Department.

In the battle for Germany, the bulldozers are now as much a combat weapon as tanks. Army engineers are neutralizing particularly stubborn enemy defense positions in the Siegfried Line, according to press association reports, by grinding their machines right up in front of the pillboxes and shoving smothering mounds of earth against the doors.

## C. R. VanWinkle reports:

The Geneva Steel Plant is still number one in point of interest in this territory. At the risk of repeating some points of interest that Brother Casebolt may touch upon, I am going to give you a few highlights.

The agreement covering the Keigley Quarry has been completed, except some items that must have the War Labor Board's approval, such as wage scale, vacation with pay, severance pay, etc., and has been ratified by the Quarry Workers' Local Union, with two small exceptions.

The Company is proving tough to deal with, that is for the A. F. of L., as they are used to dealing with the CIO and we want conditions for our people. We could have signed the CIO agreement the day after the certification of bargaining agency was received if all we had wanted was an agreement, but no one would even consider that. Speaking from experience, I would advise our membership at the plant to be patient and remember that the first agreement is the toughest and an agreement that doesn't bring us recognition and the betterment of wage, hours and conditions, isn't much use to anyone. The committee is capable and is doing a fine job. Try to attend our meetings: We meet the second Tuesday night in each month in the Labor Temple, Provo, and you will receive a full and complete report of the progress being made.

An incident occurred at the plant recently that is worthy of calling to the attention of our membership and which shows how easy it is to be trapped into taking inadvisable action, especially when you listen to fake leadership. The Company closed the Koppers Company gate as that company had completed the contract. This gate was a temporary gate intended only for the construction company employees and the original plan for the plant showed that it was eventually intended to be closed up. According to information that I have received, notice was posted of the intent of the company to close the gate at least two days before the gate was closed and the Captain of the Guards stated that guards were ordered verbally to inform the men using the gate before the notice was posted of the company's intent to close the gate. Some of the men, I understand, complained to their foreman, but failed to take the matter further under the grievance procedure, when informed by him that he was powerless to do anything about the matter.

Upon the day the gate was closed, one employee, an officer or former officer (it is hard sometimes to tell who are and who are not members or officers of the CIO) of the CIO who was not on shift that day, appeared at the plant and advised the men using the gate not to go to work. This gentleman, he used the word "advisable," was very careful to protect his own neck but was rather careless in sticking out the necks of his fellow workmen, some of them A. F. of L. members. For two shifts some of the men remained away from work, causing some inconvenience to the company, and not doing any good to the cause of the trade union movement.

The point of the story is this, that while the men were no doubt justifiable to a great degree, they failed to use the grievance procedure set up. If they had they could have probably obtained a reasonable solution of the problem without losing any time, and last but not least, the leadership they choose to follow was of a dubious type and

probably advised the men to act as they did with the idea in mind of embarrassing the A. F. of L.

The membership should first realize that the union will have joint action and that in the A. F. of L. we debate these matters in our union halls and all act as one. Second, it is advisable for our membership to carefully consider who is giving you advice. We are more than suspicious that certain individuals are getting paid to cause trouble at the plant. Third, in the A. F. of L., we try to write agreements, even if it takes a little longer, and protect the membership and set up an orderly procedure for the settlement of grievances. Strike action is only taken in the A. F. of L. as a last resort and this is one of the reasons the A. F. of L. has an almost perfect "no-strike" record during this war.

Construction at Geneva is still gradually slowing down. Koppers Company, as previously mentioned, has finished their contract and are preparing to move out.

The huge Ryberg-Strong & Grant batch plant mixer has been dismantled and shipped out. Where sometime back there was a mountain of aggregate, now stands only an empty cement house.

American Bridge is down to a very few men who should have worked until December 1, when they will be shipped to the coast, I understand.

McGraw Company, however, has added a few engineers to their payroll and says they have five more months of work.

Outside of the Geneva Plant, we have a number of jobs of various sizes, all of them calling for considerable dirt moving.

The J. B. and R. E. Walker Company are still using the same crews on the Provo canal, a bureau of Reclamation job.

The Carl B. Warren Company is about to start another unit of the Salt Lake City aqueduct and may need a few more engineers, although they have had little turnover among the engineers, though practically closed down. Repair work, ditching and back filling has kept them busy.

Young & Smith are about finished with the Pleasant Grove street work.

An agreement has been reached with the American Fork Sand & Gravel Company that will give employment to a few of our members throughout the winter.

Wheeler & Tempest, on the Orem water job will be finished in about a month. We have had little trouble with this company.

Lin Greer is putting in a small water works in Rock Canyon and while he is operating okay now, he has been warned in the past.

Enoch Smith & Sons have been awarded two small street contracts by Provo City. This company has been easy to get along with. There will be more of this work bid.

The housing jobs in the county are about all washed up with only a little street work left.

The work at Schofield Dam being done by W. W. Clyde will probably, due to cold weather, close down any day. This job is at 8,000 feet elevation and they can't get going to work until 10 a.m. on account of the frost. It is an earth filled dam and they are in a hurry to get as much filled as possible, due to the danger of a runoff washing the fill out. Some of our members there will probably get wintered in in Clyde's shop repairing equipment.

There is little work left in Carbon County. Lowdermilk Brothers will finish the D. and R. G. Railroad work. This is a Denver outfit and has gone along fairly good.

The Utah Construction Company has a contract to uncover and ship

## Scott Ledingham reports:

As this news goes to press, we wish to report that Brother Walter Hooten, who had the misfortune of losing his right arm on September 22, is still in the hospital here at Ogden, but is slowly recovering from shock. It seems that he was injured more severely than was at first reported. He is planning on going home within a few days now.

Brother Clarence H. Peterson has resigned as president and business manager of the Ogden Building & Construction Trades Council to take up new duties as Safety Inspector with the Industrial Commission. The Council, however, has made a wise choice in selecting Brother Victor H. Bohman, Financial Secretary of the Hodcarriers and Laborers Local 206, as his successor. Brother Hugh Bohman is a young and capable man.

In this high country we are expecting winter to set in before long now and some of the smaller jobs will probably close down entirely during the winter months. Quite a number of our boys who have been working at Pasco, Washington, have reported back during the past two weeks looking for work, and prospects are not entirely good here at this time of the year.

Work at the Naval Supply Depot at Clearfield is progressing and we are happy to report that our relations with the Utah-Pomeroy Company, and their sub-contractors, are very satisfactory.

Excavation work on the Catholic St. Benedict's Hospital in the east part of town is now practically completed. There will probably be work there for three or four engineers all winter.

Gibbons and Reed have been successful in obtaining two new bids however, one at the Naval Base in this vicinity. Both are small jobs, and the other at the Utah A.S.F. Depot on Second Street.

It might be timely advice at this season to remind all members to keep up their dues during the winter months to save penalizing themselves when they are ready to go back to work in the Spring.

## Signs of the Times

At Cambridge, Mass., a judge dismissed charges of malicious destruction of property against a woman who smashed a few dishes in a tea room after the waitress asked: "Don't you know there's a war on?"

Yes, the woman told the sympathetic judge, she knew.

Her cousin was killed on Guadalcanal, her sweetheart was somewhere in the Pacific, and she had donated seven pints of blood to the Red Cross.

one million tons of iron ore from Ironton, near Cedar City, to the Kaiser Company Steel Mills at Fontana.

Brother Casebolt informs me that he has contacted the company in Salt Lake City and they have agreed to sign an agreement for this job. This should make a good job for our members.

"The frost is on the pumpkin." We have had one storm that covered the Wasatch Range with snow and the usual winter lull will probably start, so if you are contemplating coming to this district it would be a good idea to contact one of the offices first to find out if there is any work available. Work carried on in Utah during the winter varies a good deal, according to the weather, and we don't know yet how tough the weather will be this winter.

## Minutes of last meeting November 4, 1944

Meeting called to order at 8:10 p.m., President Clancy presiding. Roll call showed Guard O'Brien and Conductor Riley absent. There were 107 members present.

### MINUTES

The minutes of the Regular Meeting of October 7 were by motion approved as printed in the Engineers News.

A synopsis of the Executive Board minutes of October 21 was read and the acts and recommendations of the Board were by motion approved as read.

A synopsis of the Executive Board minutes of November 4 was read and the acts and recommendations of the Board were by motion approved as read, with the exception of the American Federation of Labor Convention to be held in New Orleans instead of Miami.

### COMMUNICATIONS

From the Building and Construction Trades Council of San Francisco, letter requesting and recommending "Yes" vote on Proposition No. 26—Sewer Construction Bonds. Received and filed for information.

From the Central Labor Council of Alameda County letter rejecting request from Civil Rights Defense Committee for financial aid for 18 members of the Minneapolis Truckdrivers Union Local No. 544, recommending others to do the same. Received and filed for information.

From the Treasury Department requesting support of the Sixth War Loan Drive. Received and filed for information.

Cards of thanks from Mrs. Wm. Noel Harker and family, and Mrs. J. C. Lucken. Received and filed.

Announcement of the death of the Secretary of the Olympian Dredging Company, Arthur W. Stetson. Received and filed.

### REPORT OF THE GENERAL SECRETARY-TREASURER

Report of the General Secretary-Treasurer per capita tax for August was read by President Clancy, received and filed.

### REPORT OF THE SICK COMMITTEE

At this time it was reported that Brother J. J. Hattrup, past president of Local No. 59, had died of a heart attack.

The following brothers were reported as ill: Joseph Morris, Larry F. Shepherd, Charles H. Hooper and M. J. Ferreira.

### NEW BUSINESS

It was regularly moved and seconded that the laws regarding the filing for candidacy for office be printed in the Engineers News, for the next three issues. Carried unanimously.

There followed a general discussion of the rights of the members to file and run for office.

The policy under which Local Union No. 12 and Local Union No. 3 will accept transfers of certain members into either jurisdiction was read and discussed. It was regularly moved and seconded the policy be endorsed. Carried.

The working rules as submitted by the Committee were read and after discussion, it was regularly moved and seconded that the working rules be adopted. Carried.

It was regularly moved and seconded that when a member of Local No. 3 accepts work as an oiler, he shall not be permitted to operate equipment on the same job without obtaining a clearance card from the Union. Carried.

### DRAWING FOR THE DOOR PRIZE

The drawing for the door prize was held and won by ticket number 68552 held by Lee D. Patters. 4124 Market Street, Oakland 8.

Brother Patters requested that the money for this bond be donated to the War Fund.

### BUSINESS AGENTS REPORTS

The following business representatives reported and their reports were accepted: Brothers DeLagrange, Murphy, Foss, Doran, Vandewark, Walther, Never, Bryson, Clem, Waack, Speers, Metz and Clancy.

It was moved to refer back to new business. A motion was made that letters of the candidates for office be published in the Engineers News with pictures of the candidates who wish them published. President Clancy ruled this motion out of order and the maker of the motion appealed the decision of the Chair. The question being put, the decision of the Chair was sustained.

There being no further business to come before the meeting, it adjourned in memory of Brother J. J. Hattrup.

Respectfully submitted,

C. F. MATHEWS,  
Recording Secretary.

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## Drop Shown In Govt. Employees

Washington, D. C. Paid employes in the executive branch of the government have decreased by 60,212 since August 1 and totaled 2,880,997 at the end of September, the Civil Service Commission reported.

In Washington the reduction was 5477 during September to a total of 259,058, lowest in almost two and one-half years.

## Lumber company jobs well under way

By E. A. HESTER  
Business Representative

**Redding**—The Tehama Lumber Company, near Corning, is getting under way. Bing Clark has all his equipment working on this job. Superintendent Cook is still looking for more equipment and would like to get a hold of a Northwest-80 shovel. I have presented Mr. Cook with a lumber and sawmill agreement with a good wage scale attached. He has taken this agreement to Los Angeles to present it before the board of directors of this lumber company. Mr. Cook talked favorably and we hope to have a signed agreement with this company in the very near future.

With the Deschutes Lumber Company at Anderson things seem to be improving. It seems to me that they are about to realize that work of this kind can not be carried on successfully without employing members of the Operating Engineers Union. We have several men on this job.

I have been receiving numerous calls from different logging and sawmill companies lately and they have all agreed to pay the Union scale. It seems to me that conditions are improving in the lumber industry and we have several members working throughout Northern California in this industry. The rainy season has set in and there is not much doing in the construction game.

E. B. Bishop of Orland was recently awarded a small highway job near Weaverville. This involves the moving of about 60,000 yards of material.

Freethy-Kimball Company of San Francisco has started work on the bridge to cross the Sacramento River. This bridge is to be used in connecting the logging road for the Deschutes Lumber Company. There is quite a lot of pile-driving work to be done here.

We recently signed a contract with the United States Brewery at Red Bluff and agreed to furnish them with competent engineers. Any of you brothers who understand refrigeration please get in touch with me. This is a good job and a nice place to work. I have tried several construction engineers on this job but they don't seem to understand or get along with the work. This job requires a man who is handy with tools, understands steam boilers and refrigeration. In other words he will be classed as a refrigeration engineer.

Baker Brothers are still busy on the logging road out of Pittsville and probably will be all winter.

From some cause or another something is holding up the new iron mine that was supposed to start up at Baird.

We still have 37 engineers working on Shasta Dam and they are now putting finishing touches to it. They should soon have the big steel bridge and gates in across the spillway.

Both Pacific Constructors and Henry J. Kaiser have erected large warehouses in Redding to store and repair their equipment for big post-war jobs being planned in this district.

Dredges and roads are being prepared for and to gold mines. I see no reason why this district should not be a prosperous place after the war. In spite of the fact that most of the large jobs have been completed the population of Redding remains the same as four years ago. The streets are crowded, nite-clubs are full and everyone seems to be happy and gay. The writer, and he just pulled himself out of bed with a seven-day seige of flu, hopes to have something better for you in my next report.

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## San Jose keeps above water

(Continued from Page 3)

whale of a job, from what I can understand. Charley says he hopes his next letter will be written from the Philippines. Good luck to you, Charley. . . . Also received a letter from Captain H. T. Petersen written in a fox hole somewhere in the Netherland East Indies. Pete says he's really in the thick of things and is kept on the move. He sends his regards to all.

This is about all for now, boys. In conclusion wish to say there are no new jobs of any importance on which to report at this time. Like to think they are saving the big jobs, highway, etc., until our boys return. As it is, however, things aren't so bad as everyone is busy and at this writing there is no unemployment here.

## Here are rules governing election of officers

In compliance with a motion passed at the Regular Meeting on November 4, 1944, the rules governing the election of officers are as follows:

Article XXIII, Subdivision 1, Section a of the Constitution of the International Union of Operating Engineers, states: "The officers of a Local Union shall be the President, Vice-President, Recording - Corresponding Secretary, Financial Secretary, Treasurer, three Trustees, three Auditors, Conductor, Guard and such delegates and committees as may be elected. The offices of Financial Secretary and Treasurer shall not be held by the same person.

In Local Union No. 3, a Local Union Manager shall be elected.

Article XXIII, Subdivision 1, Section b of the Constitution of the International Union of Operating Engineers, states: "The terms of all officers, excepting those of the Trustees and Auditors, shall be for one year or until their successors are elected, unless, however, the Local Union shall by proper action increase the term; but in no event shall any officer be elected for a greater period than four (4) years. The terms of the Trustees and Auditors shall be for three (3) years each and said terms shall be staggered so that the office of only one Trustee and one Auditor shall be for election in any one year. No member shall be eligible for election, be elected nor hold office unless he shall have been continuously in good standing in the Local Union electing him for not less than one year, nor unless he shall have filed a declaration of candidacy with the Recording-Corresponding Secretary of the Local Union for the office to which he seeks election on or before the fifteenth day of January preceding the election, nor unless he shall have been in regular atten-

dance at a majority of the regular meetings intervening between the date of the filing of such declaration of candidacy and the date of the election; the Recording-Corresponding Secretary shall read said declaration of candidacy at the next two regular meetings after the filing thereof. Any Local Union which has not been in existence for a period of one year may elect officers for the period between the date of its organization and the next annual meeting, from among its members in good standing.

Article VII of the By-Laws entitled Executive Board, Section 1, states: "This Union shall establish an Executive Board composed of the President, Vice-President, Recording - Corresponding Secretary, Financial Secretary, Treasurer, and five members who shall be elected at the time of election of officers, and shall serve for a two-year term. The Local Manager shall have a voice and a vote thereon by virtue of his position.

Article VIII of the By-Laws, entitled Election of Officers, states: Section 1: The Election of Officers shall be held at the last regular meeting in June, and the nomination shall be held at the regular meeting prior to the election. The installation of the newly elected officers shall take place at the first regular meeting in July. All elections of officers shall be held by referendum, conducted by mail.

Section 2: An Election Committee of five members who are not candidates for any office shall act as judges and tellers of the election. This committee shall be elected by the Union on the nomination night, and shall have full charge of the election.

Section 3: The Recording-Corresponding Secretary shall furnish the Election Committee with the names and addresses of all members on nomination night.

Section 4: The Election Committee shall see that each member entitled to a ballot shall be mailed one. A standard size printed ballot must be used. All ballots must be mailed out by the Committee.

Section 5: All ballots shall be attached with a stub and numbered consecutively. A stamped return envelope bearing the number of the ballot, and addressed to a lock-box in the Main Post Office of San Francisco, California, shall be enclosed with each ballot. Said envelope must be signed by a members' own handwriting whose ballot it contains. Said lock-box shall not be opened until Election Day, and then only when the majority of the members of the Committee are present. Any candidate for office shall have the right to be present when the lock-box is opened and when the ballots are counted, and also when the ballots are mailed out.

Section 6: The local office shall give full cooperation to the Election Committee. Such records as may deal with the election shall be supplied to them upon request. All or any challenges of the right to vote must be made to the Committee before the envelopes containing the ballots are opened. Any attempt of any member to vote a ballot other than the one assigned to him will cause the ballot to be void.

Section 7: The Election Committee must mail out all ballots not less than ten (10) days before the Election Day. Any member shall have the right to see his own ballot before the same is cast on the Election Day by requesting the Election Committee for same.

Section 8: The Election Committee shall count the ballots during Election Day, at the headquarters of Local Union No. 3. The Committee shall open the envelopes containing the ballots in such a manner that the vote shall not be exposed before it is placed in the

ballot box. After the ballots are counted, the Election Committee shall report the results to the Recording Secretary, who shall report, in writing, to the President; and the President shall report the result to the Union and declare the candidates receiving the highest number of votes elected. After the ballots are counted and results announced, the Committee shall seal up the ballots and turn same over to the Trustees, who shall destroy same at the first regular meeting in September. Should the Election be protested, the ballots are to remain in the hands of the Trustees, subject to the order of the Union.

Section 9: No candidate, or member of this Union, shall send out, or cause to have sent out any circular letter of any kind whatsoever, advocating the election or defeat of any candidate except as follows: each candidate for Executive Office shall be allowed to furnish the Election Board with a letter (not to exceed seven hundred words) setting forth his own views as to fitness and qualifications for the office he seeks.

Section 10: Said letter must contain facts only and must satisfy the Election Committee as to that. The Election Committee shall include all such qualified letters; one with each ballot, mailed to each member. The candidate himself must pay to the Union the additional postage required to include his letter. Said letter must be delivered to the Election Committee, at the Union Headquarters, not later than 5:00 p.m. the fifth day after the nomination day, and no letter shall be accepted by said committee after said time.

All members should have a copy of the Constitution and By-Laws. The Constitution as amended by the 22nd convention in April of 1944 is now available. Members desiring same may have a copy of each upon request.

## Lawrence, Metz reveal big clearance record at office

By F. A. LAWRENCE and HARRY METZ  
Business Representatives

**Sacramento**—Five hundred and forty-eight members have cleared through this office since the last report, and jobs continue to get started.

H. E. Parker Company continue with two shifts on Levee Jobs. Started another at Woodland with Tisdale and J. R. Reeves, moving old railroad and repairing old levee.

Bressi & Bevanda at Colusa are going two shifts when we can furnish operators. Their job runs from Colusa to Princeton. Brothers J. F. Spottsman and W. Murphy, Stewards.

Lord & Bishop finished their work at Grimes and have moved to Knights Landing. Will go on to Lathrop when finished there.

Hemstreet & Bell have sold some of their holdings and Rice continues on several small jobs.

Stanfield Company at Marysville doing several small jobs.

Yuba Sand case was finally closed with our Brothers receiving back pay from June, 1944.

W. A. Bechtel Company have started Bridge Job at Marysville. They have three piers to repair, one dragline, cats on job at present.

Road job of K. R. C. at Smartville started with several members there.

Piazza & Huntley at Chico, still trying to finish their job.

McDonald & Kahn on Government Broadcasting Station at Dixon just about completed.

W. R. Railing at Knights Landing still working between there and Colusa. He also has a small job in Solano County.

Casson & Ball have about completed their work at Fairfield Air Port. Most of the equipment and members have been sent over to Port Chicago.

Keiwitt-Johnson & Everest are getting along very well at Fairfield Air Port, expect more work there soon. The foremen have all become members of Local No. 3.

Moore and Roberts have got their \$598,600 job at Fairfield Airport and several members there at present.

Morrison-Knudsen Company are about finished with their Government Contract at Fairfield Airport and have started two shifts again at Rio Vista on the levee.

Underground Construction Company are still at Fairfield Airport and expect more work there soon.

Case Construction Company dredge out of Isleton going and still short of Mates, Deck Hands and Leveemen.

A. Teichert at Mather Field and McClellan Field still using a good number of our members. Cat work about all done.

Rock, Sand and Gravel plants all going two shifts at present time.

H. E. Parker Company have a small job at McClellan Field, will probably be completed when this issue is out.

The Vacaville Sewer Job of Mike Lynch of San Francisco has started with Brother Haywood on Trencher. Eaton & Smith, Back Hoe on Job.

McGillivray Construction Company continue about same with Brother Hack Hughes still looking for Mechanics.

Cobble stones still coming from Folsom with Brother John LaFer-

rey on the shovel, for Lord & Bishop.

J. R. Reeves about the same with Brother Mort on one rig and Simpson at Lincoln.

The Shipyards still continue as usual. Dumont Company negotiating for a Navy Contract at present. Will furnish several more members work if they obtain contract.

There is proposed another runway to be constructed at Fairfield Airport, 10,000,600 feet in length. If this goes through now as proposed, job will probably get started before long.

The office of Sacramento-Marysville will continue to be open every Tuesday and Friday evening from 7:00 to 9:00 p.m. as long as work continues.

In the last sixty days there has been three hundred gasoline applications prepared for members, who were certified and obtained gasoline. If you are having trouble come in and we will take care of you.

Received a letter from Sgt. F. J. Gilbert located at Geiger Field, Washington, expects to be back to work soon; sends regards to members of Local No. 3.

Brother Harry L. Goodwin of Local No. 3 passed away October 10, 1944, was buried at Marysville.

Manuel Maciel is getting along very well and expects to be out of hospital soon. Was injured September 24th when truck turned over.

Brother Joe Morris is out of Sutter Hospital where he was operated on September 7, 1944.

Brother Marco Ladiani is back to work again.

### War Job Step-Up



Shapely Dawn Kennedy of Seattle, Wash., is ready to move up the Hollywood ladder after one of those proverbial lucky breaks. A co-worker at a war plant sent her photo to a film studio. Dawn now has a movie contract. (Federated Pictures)

## AFL asks quick action to help get television industry going

Washington, D. C.

The AFL urged the Federal Communications Commission to make a prompt decision on allocation of frequencies for television so that the television industry may get off to a quick start when the war ends, thus providing new jobs for hundreds of thousands of workers.

The statement, presented at the FCC's current public hearing, said:

"Labor is interested primarily in the economic and social aspects of the problem being considered at these hearings.

"The American Federation of Labor feels strongly that a green light should be given to the radio and related industries to proceed immediately with commercial television broadcasting as soon as the war ends.

"Not until such a green light is given will it be possible to go ahead with construction of new broadcasting facilities and the large-scale production of transmitters, receivers and other equipment. Such a construction and production program means jobs for American workers at a time when jobs will be most acutely needed.

"Specifically, we believe that the Federal Communications Commission should end all technical uncertainties which are impeding the industry by announcing its final approval of frequency allocations and system standards at a date well in advance of the termination of the war. We fear that a bottleneck preventing the speedy post-war launching of this new industry may develop from uncertainty concerning government allocation of the necessary frequencies.

"The American Federation of Labor is profoundly interested in the early launching of the new electronic industries, from two major points of view.

"First of all, as consumers, the 7,000,000 members of the Federation and their families, share with the whole American population the great expectancy which attends the coming of these new services. Television, FM and facsimile mean to the American people an enlargement and enrichment of life from which all will benefit. Culturally, these services will help to break down the barriers of ignorance, misunderstanding and prejudice which have hitherto retarded the full achievement of our democratic ideals.

"Secondly, labor sees in television and related industries an important pool of employment opportunities for workers and servicemen at the end of the war. We are convinced that if television is given the "go" sign, it can make an immense contribution to the solving of the key problem of the post-war period—unemployment. It would be regrettable if other considerations should postpone the fulfillment of this great promise of television jobs available to our American economy during the critical months which will follow peace.

"Therefore, we urge the Federal Communications Commission to render an early decision upon all the technical problems which, if unresolved, might retard post-war recovery in America."



## News from San Francisco

### Daily construction report

(Continued from Page 4)

SAN BRUNO, Calif., contract awarded to Ford J. Twaits, \$147,992 for const. officers quarters and Wave housing at U.S.N.A.B.P.D., San Bruno.

VALLEJO, California, contract awarded to J. A. Bryant, \$86,859 for const. of 40 bed infirmary bldg.

October 23, 1944

SACRAMENTO, Calif., contract awarded to Lord and Bishop, \$68,250 for riprap stone at twelve locations along the San Joaquin River.

PROVO, Utah, contracts awarded to: Enoch Smith Sons, \$6,742; Prothero & Reese, \$9,271 for bituminous paving in Districts No. 33 and No. 17, Utah.

MARE ISLAND, Calif., contract awarded to H. O. Rutherford and E. E. Lowell, total \$117,600 for approx. 140,000 cy. fill and grading at Mare Island.

SACRAMENTO, Calif., contract awarded to R. W. Hampton, \$44,359 for 1.0 mi. grade and surf. with imp. surf. matl., and bit. surf. treatment betw. North Reservation Gate and Muroc School, Kern County.

October 24, 1944

HUNTERS POINT, Calif., contract awarded to Twaits, Morrison Knudsen and Gerwick, \$1,876,965, for const. cellular pier and crane runway foundations at the Naval Dry Docks.

BENICIA, California, contract awarded to Olympic Dredging Co., \$14,000 for hire of clamshell dredge with operating personnel, Carquinez Straits at Benicia.

SAN FRANCISCO, Calif., contract awarded to Monson Bros., \$45,123 for erection of six Quonset Huts, U. S. Fleet Post Office.

October 25, 1944

HAYWARD, Calif., contract awarded to Oakland Sewer Const. Co., \$30,963 (compromise price) for const. storm drainage sewers in the district.

October 26, 1944

STOCKTON, Calif., contract awarded to MacDonald and Kahn, \$59,400 for auto. sprinkler sys., warehouses, Stockton Ord. depot.

October 30, 1944

ALAMEDA, California, contract awarded to Stolte Inc., \$119,164 for const. paving around two storehouses, N. A. S. Alameda.

PROVO, Utah, contracts awarded to companies as follows: Enoch Smith Sons, \$6,698; Enoch Smith Sons, \$30,532, for roadmix bitum. paving in District No. 32.

HAMILTON FIELD, Calif., contract awarded to Theo. G. Meyer, \$60,086 for const. athletic bldg. at Hamilton Field.

OGDEN, Utah, contract awarded to Robt. E. McKee, \$155,855 for const. freight whse. and Utils. at Ogden Arsenal.

REDDING, California, contract awarded to O'Connor Bros., \$2,775 for repairing bridge across Cottonwood Creek on County Road.

MARE ISLAND, Calif., contract awarded to Barrett & Hilp, \$227,492 for const. fleet training facilities Bldg.

HUNTERS POINT, Calif., contract awarded to Carl N. Swenson, \$186,450, for const. motion picture theater bldg., and Chaplain's office and beauty shop and addns. to ship barracks, recreation bldg.

TREASURE ISLAND, Calif., contract awarded to De Luca and Son, \$20,960 for const. optical shop, Frontier Base.

SAN JOSE, Calif., contract awarded to Carl N. Swenson, \$165,900 for const. of a 85,000 sq. ft. factory for processing foods.

October 31, 1944

MOFFETT FIELD, Calif., contract awarded to Marshall S. Hanahan, \$30,919 for seal coating and repairs to flying field, N.A.S.

SACRAMENTO, Calif., contract awarded to E. B. Bishop, \$26,090 for 0.9 mi. grade and surf. with

imported base matl. betw. 1.5 mi. E. of Rte. No. 1 and Rte. No. 20 in Humboldt County.

OAKLAND, California, contract awarded to McGuire and Hester, \$6,700 for inst. 10" C. I. water main and alts. to existing 6" main, Oakland Municipal Airport.

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$7,155 for const. drainage at Arcade Creek betw. S. P. R.R. bridge and 9th St., Sacramento.

MATHER FIELD, Calif., contract awarded to Couch and Philippi, \$5,837 for numbering, marking and stripping runways, Mather Field.

STOCKTON, Calif., sub contracts awarded as follows on Twaits, Morrison Knudsen and Gerwick job, \$10,395,189 for const. storehouses, etc., at Oakland Naval Supply Depot Annex, Rough and Ready Island, Stockton.

Sanitary Sewer System: Fogelberg-Ritchie.

Dredging: American Dredge Co. Structural Steel: Columbia Steel Co.

Gas Distribution System: E. T. Haas.

Gravel: To Kaiser Co.

Concrete Aggregates: To Pacific Coast Aggregates, Inc.

Plumbing and Heating: To Scott Co.

November 1, 1944

BERKELEY, Calif., contract awarded to Lee J. Immel, \$1,825 for grading and paving around drill tower, Cedar and 8th Sts.

SAN FRANCISCO, Calif., contract awarded to S. F. Water Dept., \$1,428 for laying 6" C. I. mains on Ocean Avenue.

November 2, 1944

NAPA, Calif., contract awarded to A. G. Raisch Co., \$4,655 for const. roads, pavements and walks at Napa State Hospital.

SAN FRANCISCO, Calif., contract awarded to Lowrie Paving Co., (a) \$2,485 (b) \$3,082, for conc. loading platforms, hand rails, etc., and 450 T. bitum. paving in front of the Ferry Bldg.

November 3, 1944

WATSONVILLE, Calif., contract awarded to Scott Buttner, \$16,984 for const. runway lighting at A. A. S. Watsonville.

WENDOVER, Utah, contract awarded to Christensen Bros. and L. A. Young, \$234,570, for const. prefab. steel hangar, apron, etc., at Wendover Army Air Base.

SAN FRANCISCO, Calif., contract awarded to Robt. F. Smith, \$176 for roofing over corr. iron on blacksmith shop.

SAN FRANCISCO, Calif., contract awarded to L. D. Reeder, \$7,474 for flooring at Receiving Ship Barracks.

SOUTH SAN FRANCISCO, Cal., contract awarded to K and M Const., \$6,051 for const. of A. P. U. and Bowser Test building at N.A. A. F., South San Francisco.

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## Tax Deduction Of Excess Pay Ruled Illegal

Washington, D. C.

Ruling that wages paid in violation of the wage stabilization act are not deductible for income tax purposes, the National War Labor Board recommended that six building contractors pay out \$44,025 in taxes.

A WLB investigating panel found six Virginia contractors were violating the stabilization act by paying higher than established rates or through misclassification of jobs to the amount of \$110,000, which they had deducted from tax payments.

The board held that such deductions cannot legally be made, but recommended a reduction to \$44,025, payable by the contractors to the bureau of internal revenue.

Buy a Bond and Build a BATTLESHIP

