



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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SAN FRANCISCO, CALIF.

NOVEMBER 16, 1945

Tri-Party Conference Called at Spokane for Settling Pay Demand of Shipyard Employes

Large attendance at last meeting greets Converse, 6th Int. Vice-President

By VICTOR S. SWANSON
Local Union Manager

A very large number of brothers attended our last regular meeting, held Saturday, November 3rd. Brother Frank P. Converse, our Sixth International Vice-President, was also present. This was his first visit to California and it was a real pleasure to have him here with us. Brother Converse came here primarily to meet with Mr. Beck, Vice-President of the Brotherhood of Teamsters, to settle a dispute case between the two organizations over the dual purpose trucks, now being operated on Rough and Ready Island, Stockton, California. The two International Vice-Presidents arrived at what seems should settle much of our difficulties and with the full co-operation of both organizations. Much good will come from this meeting. Local 3 stands ready and willing to co-operate.

Our regular meeting was attended by members from all parts of our jurisdiction, and all the business representatives were in attendance. We had a great deal of important business that should have been acted upon by the members but owing to a trial which had been previously set for 8:30 and which lasted until after midnight this important business was neglected, and that was really too bad. Too much time was wasted unnecessarily in this trial. Some two hundred of the brothers could not wait and had to leave before the adjournment of the meeting.

This trial could just as well have been conducted in one hour with the same results and it is my advice that should it ever again become necessary for Local 3 to conduct a trial, the time should be limited to not exceed one hour. We of course regret it was necessary to hold a trial but since it had to come, perhaps it was for the best for all concerned. This has been coming on for a long time and the only way to settle it was for the membership to speak. Fortunately they spoke in no uncertain terms. The meeting was large and no one will question the decision. We hope it will have a lasting effect on those who were wrong. We trust they will now see the error of their ways and repent, putting forth their best efforts in behalf of their great union from now on.

PLEASED WITH VISIT

It was indeed a pleasure to have our Sixth Vice-President with us—this man who has made such an enviable record in creating good wages and good conditions for the Operating Engineers in the great state of Ohio, he was in a position to see for himself and get first hand information as to how Local 3 operates. He can now report his findings to our General President, Wm. E. Maloney. In conclusion, I wish to thank all brothers who attended this meeting and to urge that you make every effort in the

future to attend as many meetings as it is possible for you to do. Make it your most important business to attend union meetings regularly. Help to see that business is conducted properly so that our meetings can and will be adjourned at a proper time.

Capitalist says pay living wage or shut up shop

Washington, D. C.

Unless a manufacturer can pay a living wage to his workers he has no right to employ them, the Senate labor subcommittee was told.

The statement came from Chairman Robert W. Johnson of Johnson & Johnson, Brunswick, N. J., surgical dressings corporation, who said "man does not have the right to employ his fellow man unless he can pay a subsistence wage." He suggested the committee "should take the position that the average American workman cannot keep body and soul together on less than \$30 a week anywhere in the U.S.

"On the basis of a 40-hour week, therefore, I am compelled to recommend a 75c per hour minimum." Johnson was testifying in favor of the 65c minimum wage bill.

The manufacturer also advocated a reduction of the basic work week from 40 hours to 36 in some fields and to 30 hours in others.

Says security essential for free enterprise

Chicago, Illinois.

More liberal social security must be provided for the workers of America if "free enterprise" is to survive. That warning was sounded by Chairman A. J. Altmeyer of the Social Security Board in an address here to a large audience of business men at a meeting of the Chicago Association of Commerce.

Ok's 65c Minimum



Speaking for AFL President William Green, Legislative Rep. Lewis Hines (above) supported the 65c minimum wage bill at Senate labor and education subcommittee hearing. The 65c minimum, he pointed out, is 22c below even the Labor Department's bare subsistence budget of 87c for a family of four. (Federated Pictures)

Still True, Mr. Maverick

"Listen to this: You people have your rights. You are free-born Americans, and if you have any inferiority complex get rid of it. You have just as much brains, you have just as much sense, and you have better leadership than the industrialists of this country."

—HON. MAURY MAVERICK, then member of Congress to Detroit union members, June 5, 1937.

A local New Dealer from away back says the Jap plea that we forget Pearl Harbor, only goes to show how little this character understands the Republicans.

AFL membership tops all previous marks

Cincinnati, Ohio.

The average membership of the American Federation of Labor during the fiscal year ended Aug. 31, reached the all-time high of 6,938,000, Secretary-Treasurer George Meany reported to the Executive Council.

President William Green confirmed newspaper reports that the International Association of Machinists had failed to pay per capita tax to the federation for some months because of a dispute on jurisdictional questions. Mr. Green said he expected the future status and policy of the Machinists would be decided by the delegates at the forthcoming convention of the union to be held in New York City.

Unrest Widespread; Local Machinist Unions Tie Up Yards in S. F. Bay Area

San Francisco—News was received recently by the Bay Cities Metal Trades Council from Washington that the Shipbuilders Wage Stabilization Committee has authorized a tri-party zone conference of labor, management and government to be held at Spokane, Washington, Monday, Nov. 21. Local 3 is very much interested in this conference. It is an affiliate of the Bay Cities Metal Trades Council and is vitally concerned in the outcome of discussions on wage increases and working conditions as concerns the Pacific Coast.

The calling of this tri-party zone conference comes in the middle of widespread labor unrest and growing strike action that is gradually tying up key industries in the Bay region. As this week started some 60,000 craftsmen were idle in 17 major shipyards and 190 other uptown shops and suppliers' plants as the result of walk-outs by machinist groups in the Bay area. Strikes involving metal trades unions are spreading to other key centers of the Pacific Coast area and observers are hopeful that out of this conference will come some agreement that will bring industrial harmony and at the same time provide substantial pay increases to make up for the serious loss of "take home" pay since the end of the war.

Announcement of the Spokane conference followed a special trip to Washington by Mike Stafford, executive secretary of the Pacific Coast Metal Trades Council. Request for such a tri-party meeting had been made by governors of several western states, mayors of the largest cities on the coast, by congressmen from the West and by many local governmental organizations, including the San Francisco Board of Supervisors. It is hoped that out of the conference will come steps that will not only settle present grievances but result in agreements that will stabilize conditions in the shipbuilding and ship repairing industries in Pacific port cities.

Meantime the Bay Cities Metal Trades Council has been trying to settle all wage grievances around the conference table and to avoid precipitate strike action until all other avenues of settlement have been exhausted. Strike action in the Bay region so far involves two machinist unions, one AFL and the other CIO.

Last week a joint meeting of the executive boards of the Metal Trades Council, the S. F. Labor Council and the S. F. Building and Construction Trades Council was held to map out a common policy in dealing with the current strike situation and toward picket lines established by unions acting independently.

The Pacific Coast Metal Trades Council held a special conference at Seattle Sept. 24. At that meeting "Resolution No. 48" (a sub-

stitute for many other resolutions submitted on the wage question) was adopted. It authorized Council officials to secure a conference with management to negotiate an increase for shipyard workers not later than November 15 and to make the proposed increases retroactive to that date.

John P. Frey, president of the AFL Metal Trades Dept., in a recent nation-wide radio address, summarized labor's argument for a general 30 per cent wage hike. After pointing out that wages were effectively frozen from 1942 but that the cost of living had increased 47 per cent, despite the good work of OPA, Frey declared: "The worker will most properly defend his standard of living. There can be no national prosperity unless the wage earner's real wage is maintained or, for that matter, increased."

Steelman, well-known to labor, named aid for President Truman

Washington, D. C.

The appointment of John R. Steelman as special assistant to the President was announced by President Harry S. Truman.

Truman said the appointment was temporary, but dodged a direct question as to whether Steelman would become his labor expert. He insisted that his new aide would work in any field.

Former head of the conciliation service of the U. S. department of labor, Steelman was identified by the chief executive as a labor expert.

And Smashed Padadas

A man visiting Hawaii wanted to try some poi, the publicized food of the Hawaiian islands. He went into a restaurant and asked the waiter if they had any. "Sure we got poi," answered the waiter. "What kind you want?" "You mean there's more than one kind?" "Sure, we got lots kinds." "Well, what kinds have you?" "Ohi, we got pitch, stromberry, apple, and mince."

Engineer gets citation for heroism in action



Pvt. Chester E. Foursha (at right) of the U. S. Marine Corps, was awarded the bronze star medal for "heroic achievement against the enemy on Iwo Jima from March 12 to March 24," according to a citation received from his parents. When an infantry assault on enemy positions was stopped by heavy cross-fire, Brother Foursha cut tank roads with an armored bulldozer "with complete disregard for his own life," according to the citation. Brother Foursha, some will remember, worked on the levees around Marysville and was employed by the Post Engineers Depot at Lathrop prior to his entry into the Marine Corps.

Wartime Profits Will Continue

Secretary of the Treasury Fred M. Vinson was conservative when he estimated corporate profits next year at \$8,000,000,000, even if the excess-profits tax is repealed.

"Business Week," speaking for business, insists that if the tax is retained profits next year will be more than \$8,000,000,000, and will top \$10,000,000,000 if the tax is repealed.

GREAT WILLPOWER

Nit and Wit were discussing a certain worker who was a habitual smoker:

NIT: "Why, I once worked in a munitions plant with a fellow who smoked four packs of cigarettes a day for years, and suddenly he gave it up and never touched a cigarette again."

WIT: "Yeah, I heard of that guy. He was sitting on a barrel of powder, and his match dropped through the bunghole."

El Dia Muy Corto

Soon after the picket lines appeared at Universal (during the Hollywood strike) an automobile drove up in front of the administration building entrance.

A man inside kissed his wife goodbye, and stepped out of the car. He turned around, saw the picket line and immediately got back into the car.

The man kissed his wife again. "That certainly was a short day," she said as she put the car in gear and drove away.—HOLLYWOOD ATOM.

* * *

CASE OF AMPUTATION

Somebody overheard a fellow talking about a friend the other day.

"How's Jim these days?" "Oh, he's much improved since his operation."

"Operation? I didn't know he'd had one."

"Oh, yes. They removed a brass rail that had been pressing against his foot for years."

* * *

GREASE BEFORE GRACE

"What is the first thing your father says when he comes to the table, Robert?" inquired the minister.

"Easy on the butter, kids."

Dredger News

By T. D. BRYSON
Business Representative

San Francisco—Since our last issue went to press there have been few changes in the dredge situation. The San Francisco Bridge Co. has both the San Pedro and Duwamish dredges working at Mare Island, where they have considerable work for the Navy. The Pearl Harbor has been delayed on account of the disposal area not being ready. They expect to get on the Benicia job by Nov. 15th.

The Associated Dredging Co. has their dredge Liberty No. 3 building levees for the disposal area at Benicia. The Curlew is on Sonoma Creek working for the Sonoma Land Company and the No. 1 is in the yard at Pittsburg undergoing some repairs. The Palmer is still at Sacramento working on a U. S. Engineers job on the Sacramento River. The Monarch is working at the United Engineering shipyard in the Oakland Estuary. The Golden Gate has moved to the Rio Vista yard to finish their repair job after being in drydock in Alameda for three or four months. The Case Construction Company's dredge Alamitos has moved back on the Sacramento River where they have considerable work for the U. S. Engineers. They finished the job at Stockton.

The Roberts Island is working up the river—they move quite often so it is hard to say where they will be from one week to the next.

The Case American Construction Company's dredge Olympia is still working on the Naval Air Base job in Alameda where they expect to be busy for another six months.

We regret to say that we have no information on the new agreement which was agreed to by the dredge owners and the union and submitted to the War Shipping Panel at Washington, D. C. We expect them to approve the decision within a week as we have that assurance from Washington.

* * *

Hole In The Dike

(Release from Office of State Federation of Labor)

San Francisco, Calif.

By order of Clinton F. Anderson, Secretary of Agriculture, the subsidy on butter has been removed, which permits the price of butter to be increased at least five cents per pound to the consumer. This is another penetration of the weakening dam against the rising cost of living, and is only one of the many holes through which high prices for basic essential foods will soon deluge our economy.

The Federation calls upon all of its affiliates to protest immediately and vigorously for the restoration of this subsidy in order to prevent a further indirect cut in the workers' pay. The protest should at least oppose the lifting of other subsidies. If living costs continue to increase as they are doing, no increase in wages will be of much benefit to the wage earners since such increases will be wiped out completely and deficits created by the greater proportionate increase in food costs.

* * *

SUPER-FRESH TENANT

NIT: "You say the landlady threw him out?"

WIT: "Yeah; he made some crack about 'room and bawd'."

Report of last meeting

Meeting was called to order at 8:20 p.m., President Clancy presiding. There were approximately 350 members present.

The Minutes of the previous meetings were read and adopted as read.

Brother Frank Converse, Sixth International Vice-President, was a visitor, as was Brother Thomas Roberts, of Stationary Local No. 508, Oakland.

Among the communications was one from the Office of the General President, announcing the resignation of Fifth Vice-President Carter, and the election of Brother Charles B. Gramling as Seventh Vice-President, Brother Frank Converse being advanced to Sixth Vice-President and Brother Joseph J. Delaney being advanced to Fifth Vice President.

Letters of thanks were received from Mrs. Frank Thompson and Mrs. Williams and Jane.

The following Resolution was presented for the second reading and adoption. It was adopted by unanimous vote:

RESOLUTION

WHEREAS: Heretofore members of long standing who are retired from active service as operating engineers, have found it too burdensome upon their savings to continue to pay dues and for that reason have been obliged to sever their connections of this Local Union, and

WHEREAS: In the past, proper consideration has not been accorded members who, over a long period of time, have given of themselves, their time and their money to establish and maintain the present status of this Union,

NOW, THEREFORE, BE IT RESOLVED: That any member of Local Union No. 3, who shall have been a member of this said Local Union, or any of the local unions who became amalgamated with Local Union No. 3, a combined time in excess of thirty-five years in good standing, and who shall have retired as an operating engineer, shall be granted an honorary life membership card by the Union which shall grant him all the rights and benefits of any other member of said Union. Said Brother's per capita tax shall be paid our International by Local Union No. 3.

The following Brothers were reported sick: Brothers Axel Labour, Ray E. Ruffner, Ray Pennison, Wm. Duncan, Jesse A. Clark, G. H. Bergquist.

The following Brothers were reported deceased: Brothers Charles F. McNeil, and Chas. T. Flynn.

Brother Thomas Freeland was reported killed on the job.

A motion was made and carried that the meeting adjourn in memory of our deceased Brothers.

The trial of Brother George Simon was held and resulted in his conviction. The penalty taken under advisement.

Complaints were filed against Brother Pat Furnish and Brother Reed Haas, which were referred back to the Executive Board to report at our next meeting.

Brother Dees, recently discharged from the service after having spent 21 months overseas, expressed appreciation for letters received while overseas from Brother Murphy and his wife.

Brother Frank P. Converse, Sixth International Vice-President, extended greetings from the General Office, expressing his appreciation at being able to be present at this meeting. He outlined some of the difficulties with the other Internationals in regard to jurisdictional matters. His remarks were well received by the members.

The Business Agent's reports were dispensed with because of the late hour.

Brother Swanson explained the Board's decision with the Associated General Contractors, stating that the scales approved by the Wage Adjustment Board would go into effect Monday, November 5, on all jobs. He also stated that the Committee would meet with representatives of the Associated General Contractors on or before November 18, to discuss the overtime rates.

There being no further business, the meeting adjourned.

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.

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In the Great



Work slows down good bit in Sacramento area; good set-up seen in levee job

By F. A. LAWRENCE (Sacramento)
CHET ELLIOTT (Fairfield) and BILL WAACK (Marysville)
Business Representatives

Sacramento—Work has slowed down considerably since our last report. We have quite a few men on the out-of-work list.

We now have a signed agreement with Bonadium and McCain at Washington, California. They are working two shifts at present and Brothers R. E. Homelsbacher and Johnnie Hartman are doing very good jobs as stewards on the job. We have about forty men working there now.

Teichert and Sons submitted a low bid of \$6770.00 to the U. S. Engineers Office for a levee on Minor Slough, near Rio Vista. They were also awarded a contract for the improvement of the alleys between J and K streets, at 23rd and 24th, Sacramento. They have several land leveling jobs around near town, at present also.

George Patterson spent several weeks in the Marysville district on a levee sub for M-K. Harry Seward is mechanicing for this group of cats.

M-K will wind up their Colusa levee job about the middle of November.

Levee Repair Job

A good stretch of levee repair will be let on November 13th, out of Knights Landing. This job should keep a sizeable group of Local 3 men busy 'till the heavy rains.

M-K are still operating full capacity at their Marysville Rock Plant. This is Brother Norman Kelley's job.

Bids are being received by the U. S. Engineers office until November 13th, for the enlargement of the west levee of the Sacramento river and slough levee of Sycamore Slough 2.5 miles above Fremont Weir to Sycamore Slough outfall gates. To date there are thirty-one companies bidding.

Proposed jobs to let:

Sacramento—

Southside Park (swimming pool).....\$ 100,000

Improvement of City

Corporation Yards 75,000

Extension of sewer mains and replacements 2,000,000

Addition to water system.. 500,000

Street improvements..... 300,000

Park in Southeast Sacramento 50,000

Planned Building:

Sacramento:

10th & K—Remodel Bldg. (Roos Bros)\$1,00,000

9th & I—Addition to Main Library 85,000

11th & P—Addition to Employment Dept. 225,000

9th & K—Store Expansion (Hale Bros.) 750,000

Yuba County Hospital—

Hospital Home (Federal Funds) 230,000

Sacramento County—

Improvements of streets adjacent to Arden Park Vista.

Sacramento County—

Construction of 5-story jail house 750,000

El Dorado County—

Highway improvement across South Fork of American River, near Lotus.

Guy F. Atkinson Company finished their job at Scott's Flat Dam during the last month.

McGillivray Construction Company are just about finished with their job on Fruitridge Road. They are still using several members at the shop.

J. R. Reeves—still going strong at Lincoln and have a few jobs around locally.

Yolo Development Company is still going on their land leveling job, near Walnut Grove. River Pines Development Company has moved to Rio Vista.

Boys keep busy in San Rafael on lesser jobs

By H. O. "HEINIE" FOSS
Business Representative

San Rafael—We still find Brothers Hoover and Eck down Tiburon way, working on a Reclamation Project for a real estate outlt. They have their rigs on mats, and from my observation one good slip and these boys will not be able to find their dragline.

Piombo Brothers, who have been working on our ammunition dump (recently closed down) are waiting to see if they are the successful bidders on the \$200,000 clean-up on this project to put it back into original shape. Contracts are to be let on the 8th of November. Understand there are many contractors with their pencils rather sharp for this project.

State Surveys On

State surveying parties are very active getting the four-lane highway into shape for the bids leading from San Rafael north to the county line, but we expect to see bids called for in the very near future.

We find our local contractors keeping out of mischief and keeping very many of our members working. F. E. Bartlett, a new one, starting in this locality, was in the office recently signing our new contracts. Speaking of contracts, your representative has been very busy in the past week in the vicinity of Petaluma and Santa Rosa signing up many small contractors in this vicinity who are not members of the A.G.C.

Add to Gravel Plant

We find the Marin Gravel Co. of Point Reyes with Brother H. C. Phillips, superintendent, and an addition of their plant. Installed a hot plant and are now in operation. This is a nice location for this venture and from my observation we will look to see a great deal of activity from this outfit.

We find Brown-Ely not too busy but running some hot stuff and have recently acquired the services of Al Kingwell as pusher for them. We feel that Al will build up a nice organization and will make some money for this outfit.

In Santa Rosa we find John Spalletta and Onsrud have a small contract on streets and sewers in that town.

We find that Basalt in Healdsburg are on their usual routine at this time of year. We find their new plant at McNear's Point is working two shifts, getting out materials for the Alameda Naval Air Base.

Finish Willetts Job

McEwen at Willitts on the highway resurfacing job is cleaned up. We find the Conn Valley Dam completed at this date. Small cleaning up to be done. Kimball-Freethy have the subcontract submitting the spillway and are making very good progress although on my last visit to the project have found some of their equipment under water from the last rain. I wish to call the attention of Perry Pratt that I am still holding his check for show-up time on the McEwen job and if he will send me a self-addressed envelope, I will be glad to forward same.

E. E. Lowell holds a contract building a road around this created lake and is making good progress and is on schedule. Brothers Birdwell and Harrison have installed a crusher and are furnishing the aggregates for Lowell on this project.

We find Tony Syar of Vallejo a consistent second bidder on a good many projects. His rigs are scattered all over Solano County on various small projects.

(Continued on Page 4)

Jurisdiction Trouble

Sharp and Fellows at the Signal Depot, are causing some trouble over jurisdiction. We expect to have a signed agreement with our members on the job by the time this issue is out.

M-K are still at Norden on the dam job. We believe that another month will finish this job.

Mitchell Diamond Drilling Company, who are awarded a job at Folsom Dam Site, are expected to sign an agreement for this work soon.

Montgomery & Konkee have sold all of their equipment and plan to return to Branley.

Belyea Truck Company have cut down their job, near Camp Kohler considerably in the last month. They have about four rigs working there now.

R. Goold & Son of Stockton, have started their Truckline Sewer job at 18th and North B streets, Sacramento. They are employing 11 members at present.

Fairfield Job Slack

The Fairfield job has been pretty well shut down for the past week, due to the rains, but all the men are back on the job at the time this goes to press. There are still about 500 members working, even though in the past two weeks 125 men were laid off. They must have gone elsewhere to work, since I do not have many idle men listed at Fairfield.

The excavating is practically through, but a few crews are still busy on the finishing up work. M-K has the Batsh Plant running and we have quite a few members on this work. The Rock Crushers is also busy and it will be next Spring probably, before the job is finished.

Stolte has about fifty men working on the buildings and this number will be increased when the hangers are started.

The Monterey Company Plumbing and Underground Construction Company are installing the utilities on this job.

M. A. Jenkins is still working on his Eye street Bridge job.

Lord and Bishop continue work on their Cobbelstone job.

Rack, sand and gravel plants are still going and will be informed soon of the new agreement and the effective date.

Leo Dentz continues to keep his machines busy.

Ross Westbrook is using quite a few members landleveling.

The Pacific Pipeline Construction Company finished their job out of Roseville for the P.G. & E.

Austin Company Cannery job is now under way. It will be another month or so.

Many Deposit Cards

During the past month eight brothers have deposited their Service Withdrawal Cards. They are: W. L. Boatwright and John F. Hall, both back working for J. R. Reeves; Bob Kelley is oiling for MacDonald & Kahn at the Signal Depot, while R. L. Sorensen is working for Ritchie Company at Sacramento. Others were: Everett Vaira, G. Del Bucchia, Garland V. Cummings and Vincent Hunt, who

(Continued on Page 7)

Sympathy . . . Redfield



A. Redfield

"Are the nasty unions pushing daddy around again?"

MACHINISTS OPPOSED TO TRAINING

New York City
Denouncing President Truman's plan for universal military training, the executive council of the International Association of Machinists said here its adoption would mean "that the U. S. is getting ready for another war."
"Against whom?" demanded the IAM board. "Is it against one of the allied nations? We were told on V-E and V-J days that our enemies were wiped out. Can we afford to have such fear abroad in a world in which we are trying to establish a climate for peace?"

Real Reason to Cuss

Two wounded Marines were lying in adjoining beds in a Guadalcanal hospital. The mail arrived and each received a letter.

After reading his, the first Marine threw it to the floor. "Am I sore!" he exclaimed. "I just got a letter from my girl and she tells me she has married another guy."

"You're sore!" screamed the second leatherneck. "I've just got a letter from my draft board and it says they rejected me."

HOW ABOUT CUSTOMERS?

The Wall Street Journal is advising consumers to get set for a record volume of advertising now being planned by American business. Advertising men predict that 1946 volume will top this year's probable \$2,270,000,000 by 25 per cent.

The big business house organ does not point out that while industry is ready to spend billions to propagandize consumers into buying its products, it's protesting bitterly at labor's very reasonable suggestion that wages be kept at decent levels so workers can afford to buy what industry wants to sell.

ACCIDENTS NOT ALL ON WAR FRONT

San Francisco, Calif.
In what is the most startling information yet released, the National Safety Council has revealed the staggering home-front accident toll suffered by the American workers from Pearl Harbor, December 1941, to V-J Day, August 14, 1945.

Few, if any, Americans have been even faintly aware of these shocking facts. The National Safety Council reports that 36,355,000 people were injured and killed in that period. That means that an average of one out of every four persons in this country suffered either an accident or a fatality. When compared with the war casualties the figures become even more impressive. Those killed in the armed forces for the period mentioned were 261,608; 651,911 were wounded, and 32,811 were missing, which, with 124,194 prisoners, make a total of 1,070,524. But the homefront accident toll was 355,000 killed, and 36,000,000 injured, including 1,250,000 cases involving some permanent disability.

The accident toll to workers alone on and off the job are as follows: killed on the job, 66,000; killed off the job, 94,000; total workers killed on and off the job, 160,000. Those injured on and off the job total 15,000,000, of which 560,000 were cases involving some permanent disability.

Simple Economy

Calling at a farmhouse about 2 miles from the village the preacher found a face he did not know.

"I don't think I've had the pleasure of seeing you in church yet," he said to the farmer.

"No, you ain't," was the reply. "You see, your church is quite a step from my farmhouse, an' I don't see no use in wearing out two good soles for the sake of savin' one bad un!"

Stockton work slows, but future bright; contracts awarded for local wharf

By ED DORAN
Business Representative

Stockton—Work in the Stockton area has been very slow the past few weeks, but the outlook is bright for the future, if we can only hold on until the future gets here.

The A. S. Vinnell Company were low bidders on a freight handling contract let by the U. S. Engineering Department. This company has been signed on an agreement with the Operating Engineers and are paying the new wage scale which is \$2.00 per hour on the crawler cranes, and \$1.85 per hour on the truck cranes. This contract when under way will employ approximately 100 members of Local No. 3. To date five crane operators, 14 oilers, and 5 heavy duty mechanics have been dispatched to the job. The crane boss is Brother Samways with Happy Arbutnot as Master Mechanic.

A. Teichert & Sons contract at Rough and Ready Island is about to fold up. But the company has erected a permanent hot plant and expect to keep several members of Local 3 busy doing small jobs in this area.

Rough & Ready Jobs
The Beasley Company are back on Rough and Ready Island with 17 buildings to erect. These buildings are 300 feet wide by 600 feet long. There are 8 members of Local 3 already on the job.

Brother Walter Sorracco is still running crane at the Calaveras cement plant at San Andreas. Walt went on this job for a week's work and has been there for 10 months. Brother Volvano is running a 7 drum hoist on this job.

Brother John Scott has been busy at the Heinz Cannery erecting a steel water tank for the Des Moines Pittsburg Steel Company, but by the time this is off the press this brother will have been long gone from there.

Kiewit-Johnson & Everist, prime contractors for the Rough and Ready Island job, are fairly well caught up with the dirt work which has caused several members to be out of work.

Let Wharf Contracts
Contracts for the construction of an oil wharf and two eight-inch pipelines approximately 1500 feet long were awarded by the Stockton Port Commission to George Pollock & Company of Sacramento and the Miller-Hays Co. of Stockton. The Pollock Company bid was \$12,993.39 for building the wharf, the lowest of eight submitted since bids were advertised October 15. The Miller-Hays bid of \$13,007 for the pipeline job also was the lowest of eight bids.

Work probably will be started this month, and contracts call for completion within 60 days. The wharf will be located at the junction of Stockton channel and the San Joaquin River, and will provide facilities for docking either shallow draft ships and barges, or oceangoing tankers. Their liquid cargoes will be pumped to the Port District terminal further up the river.

Service Men Back
The following members of Local No. 3 have deposited their service withdrawal cards in the Stockton office. Richard Carter, Joseph Christman, Edward McComb, Irvin F. Wasser, and Howard Westfall, all of these brothers have seen active service overseas.

Frederickson Bros. have a little paving job at the Heinz Cannery, also a bridge job at Angels Camp.

Burglars and Reward
The bars on the windows of the Stockton office are not to keep the members without, but to keep burglars from within. Some lousy bum broke into the office and stole a gun out of a desk drawer.

If the person who did this will call I will give him a box of shells and they are hard to get. I will also give a substantial reward for any information which will lead to the return of my gun.

The N & M Ball job at Ione is finished and the skimmers and equipment have moved to the Merced Airport job.

There has been lots of activity around the city of Stockton on commercial building. Brother Clarence Sands has been digging with a cat loader across the street from the Labor Temple. Brother Bob Warnick is running a basement excavator, the rig looks like "Rube Goldberg" made it, but it pays good money and that's all we work for.

The S. M. McGaw Co. have all kinds of jobs around Stockton, everything from railroads to driveways. He keeps several Engineers busy the year round.

Many Modesto Jobs
M. J. Ruddy of Modesto has been busy around Modesto, the biggest job was the frozen foods plant east of Modesto. Brother Clarence Crotteau has been superintendent of equipment for the past few months, and from reports is doing an excellent job.

Standard Materials is paying the new construction scale and has enough work lined up to keep the boys busy all winter.

Brother Clarence Gadbury is operating a shovel for the Putman Rock and Sand Co. at Modesto. This company also has enough work ahead to keep our Engineers busy.

Biasotti is doing a little job out by the Ordnance Depot, and the rest of his equipment has moved to a job between Rio Vista and Dixon. Al Hill, Master Mechanic for Biasotti, has four Heavy Duty Mechanics working in the shop getting the equipment ready for highway work to be let for bid this winter.

Kennedy Co. Is Busy
C. E. Kennedy Company at the U. S. Holding and Reconsignment Point at Lathrop has ten crane operators employed at the present time, and fifteen oilers. We are re-negotiating our agreement, and by the time this goes to press hope to have a new agreement including the new wage rates. Brother "Ole" Hansen is steward and is reported to be doing a fine job.

We again wish to say that we have the new working rules in the office. If you will drop us a card or call at the office you may have them, it is very important to have these working rules and to abide by them.

The Stockton office will remain open until 8 p.m. on Friday, Nov. 30. Remember the date, if you have any business which needs immediate attention. My home phone is 2-7797 at Stockton.

France's 'Side-Line'
Last March General DeGaulle organized a committee to engineer a crusade (?) to add ten million babies to France's population within ten years. Even storks may strike against such a speed-up system!

Elbert Hill sees plenty of action on fronts

Elbert A. Hill, son of Al Hill, machinist for Riasotti, was in the invasion of Africa, Sicily, Italy, Anzio beachhead, Salerno. He landed in Southern France on D-day on Normandy Beach, went through France and Germany, and then into Austria. He was with the 3rd Division, Army Engineers. He was a bulldozer operator through all operations.

Hill was discharged October 25, 1945, and intends to get back to work after a well-earned rest and, according to his dad, "there is damned little hurry!"

Many new jobs coming up for Redding region

By E. A. HESTER
Business Representative

Redding—Apparently nothing has developed in this district in the last month. According to information recently obtained from the Bureau of Reclamation Engineers and the Shasta County Council of Employment there is lots of work scheduled for an early start on Shasta Dam; installation of three 75 kilowatt generators, elevators, hoists and drum gates. The major job will be the remaining work on Keswick Dam. According to all information this work should be under way by the time this reaches you.

On the Rudy and Sons highway job at Nubieber, things have changed for the good since Superintendent H. A. McGagen, General Foreman, J. W. Turner and Sub-grade Foreman, Ray Morse took over. Even the State Engineers seem to be in a better humor. Jim Shelton and his fine bunch of engineers are just about finished with their job at Montgomery Creek. E. B. Bishop seems to be increasing his force. I recently heard that he was about to move in on a large job near Redding. Baker Brothers are still going strong with about ten rigs leveling land down around Chico. O'Conner Brothers, of Red Bluff, have a small bridge job near Schillings. Hayward Building and Materials Company of Hayward, have just about wound up their job at Yreka. Wixon and Crow, J. P. Brennan and Andy Gladney are still doing small jobs here and there, with some of our members involved.

Boys Coming Back

The fighting brothers are fast reporting in. Brother John Archibald, three years in Panama; Bob Fernandez, two and one-half years in Honolulu and the Philippines; K. Swanson, two years in France and Germany; Ray Colby, three years in Italy, France and Germany; Bob Steele, two years in the Pacific; Fred Stratton, two and one-half years with the Fourth Air Force; Walter C. Fields, three years with the 2nd Calvary and 398th Engineers, including 25 months in England, France, Germany and Belgium. Willard Duncan, home on furlough, is reporting back to Camp Buey, Texas. Roger Henderson dropped in to say 'hello' on his way to Japan. All of these Brothers are sporting the uniform of either Corporal or Sergeant. Some of them have turned in their Service Withdrawal cards and at present are vacationing but will soon want to go to work. The indications are that they will.

Any employer who can't afford to pay a 65-cent minimum, ought to give up the racket and go into business.—LABOR LEADER

Bond election proves big disappointment in S. J.; Moffett Field jobs loom

By M. G. MURPHY
Business Representative

San Jose—Funds totaling \$1,986,000 have been allocated by the Navy Department for construction of a new 7500 foot runway and an accompanying system of taxi-ways at Moffett Field. An additional sum has been allowed to complete construction of Hangar No. 3, on which work was discontinued with the end of the war. The new runway will parallel the present main runway, running about 600 yards east of it and will be built heavy enough to handle "The Big Babies," the 125,000 pounders. Bids on this work, no doubt, will be opened before you receive this issue.

Pittsburg-Des Moines Steel were the lucky bidders on the new supersonic wind tunnel. I understand Raymond Concrete Pile will sub the piling. Carl N. Swensen will have the concrete work which amounts to considerable.

Everist & Kiewit have almost completed their big job at Moffett. During the final hours they gave the boys a big "Beer Bust" which seemed to be greatly appreciated by all. Yes, I was there, too.

Modernizing Plant

The Pacific Coast Aggregates is going to spend a considerable amount to modernize and expand their present plant on Stockton Avenue. This shows that they also have faith in San Jose as a "great potential manufacturer center."

Have received information that the Kaiser Community Homes is planning on opening up a subdivision on fifty acres on Davis Street. Hurry, Henry. We can really use a flock of new houses here as the housing situation is critical.

Earl Heple has just about completed his contract on the Hamilton Avenue bridge, after having a set-back due to the heavy rains recently.

A. J. Raisch Co. are not showing too much activity at the present time. This normally is a slow time of year, so that is to be expected. . . . Union Paving Company are managing to maintain a number of engineers on their payroll on small jobs scattered throughout this territory.

Bond Issue Fizzles

Am sorry to have to report that in the recent bond election held in San Jose, the only proposition which carried was Proposition No. 1 which calls for the improvement of our city storm sewer system. So far, we have no definite information as to when this work will get under way but should have by the next issue.

Magnesium Plant Out

As many of you are aware, this company has discontinued the operation of the magnesium plant. They are at the present time, however, making many experiments in an effort to reduce the cost of the manufacture of magnesium and if these experiments are successful, no doubt this plant will resume operations, soon.

SANTA CRUZ — Brother Lee Waldon is showing good signs of expansion in his "Little Domain" and I now believe he has in his employ five of our worthy brothers. I understand Lee is still looking for more equipment, too.

WATSONVILLE — Granite Construction are keeping a number of the brothers employed on numerous small jobs scattered here and there throughout the southern part of this territory. . . . Granite Rock of Aromas are progressing slowly on their new plant. They have been detained for lack of fabricated materials and machinery.

MOSS LANDING — Permanent Brick Plant is nearing completion. No doubt we will be having new bricks from this plant before long

which will mean an increased payroll.

Well brothers, this is about the extent of my report. I realize it is short but there is nothing new of real interest at this writing. There are several large jobs in the offing such as the Bayshore Highway and the new Los Gatos-Oakland Highway, but to date there have been no new developments on either of these projects.

News of Our Brothers

Many of our members have been returned to civilian life during the past month with interesting stories of their days of combat. Some of these are: Phil Calabrese, Francis Bell, Martin Shirk, Joe Bowling, P. L. Meyers, Art Davison, Frank Cabral, Ray Fortado, and Johnny Tallero (cousin of Fred Tucci). We hope to see many more of the old familiar faces before the holiday season. . . . Received a pleasant surprise while on my last visit to Monterey. Ran into one of our well-known brothers, C. B. Walker. He was in naval uniform and stationed on the aircraft carrier, Hornet. Brother Walker wished to be remembered to his many friends in and around Oakland. . . . Brother Ed Caton, who suffered a serious heel injury, is now hobbling around with the aid of crutches. . . . Bro. Clifford Gerlack dropped in to pay us a visit the other day. He is now connected with the San Jose Police Department. . . . Bro. Perry L. Peers received painful but not serious injuries recently when he fell into a four-inch cable drum on a winch he was operating for the Prateco Sand plant opposite Ord Village.

San Rafael

(Continued from Page 3)
Frederickson Brothers have a paving job on Mare Island and are going along very nicely.

Parish Brothers of Benicia keeping busy. Superintendent Paul Matius keeps the grating crews lined out and Brother Farnquist keeps the crushing and hot plant in operation.

Due to the seasonal rains, I have a few operators on the out-of-work list but it is the first time since this office has been open that we find any unemployed oilers.

AFL Gets Back Of Bill To End Poll Tax Evils

Washington, D. C.
The AFL has indicated its complete support of HR. 7, the federal anti-poll tax bill, according to the Natl. Committee to Abolish the poll tax.

"Pres. William Green has just wired all AFL affiliates to use their influence with various members of the Senate in support of the bill," said AFL Sec.-Treas. Geo. Meany in a telegram to Ex. Sec. Katherine Shryver of the anti-poll-tax committee. Meany also told Mrs. Shryver that AFL "legislative representatives are under instructions from Pres. Green as making every effort to help."

Birth announcement: The baby has its mother's features and father's fixtures.

'And then the rains came,' but Redwood Empire boys manage to keep going

By OTTO E. NEVER
Business Representative

Eureka—Reporting for the Redwood Empire, I can say that the "Rains Came."

The Crescent City area is dormant at this time, although much work is planned for the coming year, both in mill construction and highway work as well as dock, breakwater and dredging work.

We regret to announce the accidental death of Brother Ward Griffin. He was killed in a log-loading accident October 8th. About a week following Brother Ward Griffin's death, his father was seriously hurt in an auto accident near Trinidad.

All of the road work north of Arcata is finished until next year, although Mercer Fraser will keep their hot plant going a few days to finish the job at Beatrice.

Arcata Job Finished

Tom Hull has finished the sewer job in Arcata and is now laying some water mains. He also has a wingwall and a few piling to drive for the County. Bechtel Bros. & McCone have finished laying the gas pipe for P. G. & E. Co. from Eureka to Arcata and are finishing odd jobs before moving back to the Bay area.

Local 3 has signed a contract with the Eureka Ice and Cold Storage Co. and secured a raise and vacation for our members. Earl Hallmark, the employer, was agreeable to our demands.

Barge Jobs Wind Up

The Chicago Bridge and Iron Company is winding up its barge contracts with the Navy and the yard should be closed by the first of the year. Brother Roy Stevens is doing the testing of the barges as they are built for clam shell work and are steam operated. His fireman is Brother Francis Wariner. These brothers have done a fine job and showed up the Pipefitters' and "specialists" as mere amateurs. There are still about 32

brothers at the C. B. & I. yard. Johnny Mitts has left the C. B. & I. and is now operating a service station at 7th and H Streets for Bernie Anderson. We suggest that the brothers drop in and take a look at Johnny's homely face. It is one of those things that only a mother could love.

Mercer Fraser Co. is shutting down for the winter and are just doing odd jobs around Eureka, including a couple of piledriving jobs. One is at Shively where the high water has given them considerable trouble. Brother Bill Glover is handling the team hammer and Brother Clyde (the Farmer) Wariner is doing the firing. Brother George Henderson is doing the cat work and trying to detour the Eel River.

Add to Travel Crew

We are still adding members to the travelling crew at the Golden State Co. creamery at Loleta. We have 14 members there and more being added. The brothers say it is a fine place to work and it is steady.

In general, there are many changes being made, but new work is showing up continually. There is some \$2,500,000 in road construction lined up to start next spring. There are prospects of a good deal of dredging in Eureka and Crescent City. There will also be some access roads built into the timber.

Also, your Eureka representative is now active in organizing the mining industry throughout Local 3's jurisdiction.

If any brother has information

Representative reports doings of Fresno area

By H. L. SPENCE
Business Representative
Fresno—N. M. Ball & Sons have about another 30 days excavating on the Merced Air Base.

Morrison Knudsen has about half of the piling driven on the railroad bridge at Madera.

Macco Construction Co. will finish up their job at Florence Lake this month if the snow doesn't get too deep up there. I understand there's about a foot of snow on the Kezer Pass now.

Callahan Construction Co. will finish the repairing on the tunnel, between Florence Lake and Huntington Lake this month, but the job they have rip-rapping the dam at Huntington may last up into December—it all depends on the weather. They have one dozer and 2 carryalls on their job.

Griffith on Levee Job

Griffith Co. going good on their levee job at Visalia. The Superintendent, Brother Wm. Taylor, tells me they are leveling some land along with the levee job. George France has 3 rigs on the same levee.

Moody Construction Co. still leveling land out around Dinuba, Reedley and Minkler.

Clyde Wood is bringing in 4 Le-Tourneau Pulls and 4 Carryalls down around Lemoore to level land next week.

Bechtel McCone's job at Burrel getting on its way with 2 carry-

(Continued on Page 7)

that he thinks would help in organizing this industry, please contact your local business agent and talk it over with him. You will have reports from time to time when we sign contracts with different companies and organizations. Remember, this is your organization and you must do your share to keep your brothers employed.

Gold, silver operation in Nevada begins to boom as wartime restriction ends

By JOHN DeLAGRANGE
Business Representative

Reno—Gold and silver are now being mined at Silver City, Nevada. The Nevada Consolidated Mining Company has opened up their lease at Silver City, and their mill is now in operation. John Powers has one shovel and truck working. This is mostly preliminary work in various locations on their mining claims. They have a R-D-8 dozer, which they are using in the stripping. I have been told that this ore is running from \$5.00 to \$14.00 a ton—capacity of their mill is 150 tons daily.

Isbell Construction Company has a model 5 Northwest shovel and crew working on the Dayton Consolidated mining claim, located between Gold Hill and Silver City, Nevada. They are also operating their flotation mill in Silver City. This mill has a capacity of 500 tons per day. They are now working in a very low grade ore.

Almanor Highway Job

Frederick and Westbrook has moved on their highway contract between Lake Almanor to Greenville in Plumas County. They unloaded one Northwest shovel the day I visited the job, and expected their crusher and cat equipment to arrive very soon. However, I do not think they will be able to work very long on this job due to the very high altitude.

Vegas Rock and Sand Company's job is nearing completion on their Airport at Battle Mountain, and expect to be completed on or before Thanksgiving. We still have approximately 25 of our members working on this job. Their grading is completed, and they have also completed crushing their select material.

The Isbell Construction Company have several crews working in and around Reno. Brother Larry Walker is back again from Norfolk, Virginia, and is operating a cat for the Isbell Co. Since my last report I have visited Isbell's stripping job at Kimberly, Nevada. This job is progressing

very rapidly, with a very low percentage of change in employment. It looks as if they will have approximately two years more work there.

Complete Air Station

Dodge Brothers Construction Company have completed their repairing of the Fallon Naval Air Station. They have received a new contract for the paving of the city streets of Fallon.

Mr. M. Constant is still operating his gold washing plant in the Rabbit Hole district, 66 miles north of Lovelock, Nevada. Brother Leroy Lawler is operating the shovel.

The Utah Sand and Gravel Company has completed their stock pile for track ballast for the Western Pacific Railroad at Sand Pass, Nevada. They are now dismantling their plant and will set it up again between Wells, Nevada and Wendover, Utah. They have five years work there.

Finish Hospital Job

George Miller has just about completed the excavation on the new Veterans Hospital in Reno, also the sewer, water and power line. He expects to move out soon.

"Barney" Stoutenberg, formerly of Hawthorne, Nevada, is setting his shop up in Carson City, and plans to move into this district permanently.

The Victory Loan Drive is now in progress. Be sure and buy an extra "E" Bond in this drive.

News from the San Francisco office

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

San Francisco.—Work conditions in this area have definitely slowed down since our last report. At the present time there are quite a large number of brothers unemployed. Of course, the Machinists' strike in the shipyards has somewhat enlarged our out of work list. Information concerning this strike will be found later in this report.

In the construction field at Hunter's Point several contractors are still busy, employing a large number of brothers. Kerwick, Morrison & Twaits are still busy on their four contracts for the Bureau of Yards and Docks, including pile driving, excavation and fill work, plus a sand-dredging and import job from off the Alameda side of the bay. Eaton & Smith have about one more month left on their large excavation job and are still working on a two-shift basis. Raymond Concrete & Pile Co. have three drivers in operation on a two-shift basis.

Start Excavation

Barrett & Hilp, who have a large contract for the erection of a boiler and plate shop, have started excavation for their work—two rigs are now in operation. Construction Aggregates Corp. are still bringing in sand with their boat, the Sand Craft. Harry Lee is still engaged in public utility work and keeping three of our brothers busy. American Bridge Co. will undoubtedly

start on the erection of steel of the boiler and plate shop before they will have a chance to start on their first job, that being the erection of the big hammer-head crane and runways.

Along the Waterfront

Several piledriving contractors are busy repairing and rebuilding the piers which includes Mercer Fraser Co., J. Proctor Co., Tyler Co. and Duncan & Harrelson. M. J. McGowan Co. have a pile driving job, new building at Seventh and Townsend Streets. Healy Tibbetts Co. have two jobs in operation at present, a sewer outfall job at 48th Avenue and a sewer extension job on Napoleon Street. Several rigs are busy on both of these jobs.

A. D. Shader Co. have about completed their track removal and replacement job on Mission Street. Eaton and Smith's sewer job on Delores and Army Street is rapidly nearing completion. Carico & Gaudier have a large building contract for a warehouse for Bethlehem Steel at 16th and 3rd Streets. The excavation for this job recently was completed by Piombo Bros. This will furnish quite a few jobs for our brothers because there is a large amount of steel erection involved. Standard Building Co. are still keeping quite a few of our brothers busy on the erection of new homes in the Sunset district. All of the shipbuilding and ship repair yards along the waterfront are closed down at the present time due to the Machinists strike.

Wage Demands Up

The Bay Cities Metal Trades Council and its affiliated organizations have been in constant meetings since the 29th of October attempting to iron out their difficulties. A demand for an increase in wages has been presented by the Bay Cities Metal Trades Council and a Pacific Coast conference has been requested to deal for all of the shipyards on the Pacific Coast, tentative date being November 21. This being a tri-partite agreement between employer, union and government, it is necessary that all three parties agree to such conference. The answer for the conference will probably be forthcoming this week and will undoubtedly be favorable to all three parties involved. No further statement can be issued at this time in regard to the Machinist strike until such time as a Pacific Coast shipbuilding conference is held.

Among the Brothers

Brother Tom Freehand, a former member of Local 45 and a member of Local 3 since its inception, met with an untimely and unfortunate death on October 29. He was unloading a shovel from a low bed trailer when the shovel slid from the trailer and crushed him to death in the cab. We extend our deepest and most heartfelt sympathy to his family and friends. Brother Al Verduyssen, who has been in the Sea Bees for the last three years, was a recent visitor to

this office. Brother Verduyssen is now out of the service and ready to follow his old occupation.

In San Mateo County

Macco M&K job at Mills Field is winding up. The California Paving Co., L. C. Smith and various other small contractors in the territory have had considerable small jobs. The contractors not members of the A.G.C. are planning on signing up, including Union Paving Co., Peninsula Pacific Construction Co. and others who are not members of the A.G.C. The new wage scale is in effect on most jobs, as far as we know. Any brother not receiving this scale in my territory, please notify this office immediately so we can correct the matter. It has come to our attention that some of the contractors are reluctant to pay this increase. You know this increase was granted to us by the Wage Adjustment Board of the War Labor Board, and if the increases are not paid and the matters are not straightened out with a few contractors who are reluctant to pay it, it will probably mean an argument on the job. The Board of Supervisors in San Mateo County has granted the increase to our employees as of November 1st. This keeps this county in line with the construction pay in the territory and we are very proud of the conditions of the employees of San Mateo County. The county engineer, Mr. Grant, has been very fair in dealing with our organiza-

tion. He also realizes that paying the equal scale by contractors in the territory makes his department able to get the highest type of skilled operators in the territory. We wish to thank Mr. Grant for the wonderful cooperation the County Engineer's office of San Mateo County gave to this Local union.

Rock Plants Hold Up

The rock plants in the territory are running about as usual. The Port of Redwood, where so many of our members were employed loading gas and such for the Navy, has closed down. There are a large number of real estate projects in the territory which have kept many of our members employed. Guy Atkinson Yard, and the various yards in the territory have been slowing down on their repair work as they seem to be caught up for the winter. Kenroyce Co. renewed their agreement with the Engineers at an increase, making that yard a pretty good winter spot for some of our Heavy Duty mechanics. The excavating job on the Belmont Airport has been held up due to the purchase of additional lands to make it a large field.

Bond Issue Carries

The \$20,000,000 Bond Issue is through but we don't expect the contract of enlarging Mills Field to get under way until possibly March or April as, due to the weather, the contractors will be reluctant to start said job.

What's doing in the Oakland office

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

Oakland. — Evidence of the continued industrial activity in the Metropolitan Oakland area is contained in a recent report compiled by the Chamber of Commerce. Among the Manufacturers and Industrialists planning development are the following:

West Moreau has leased a large hangar at Oakland Municipal Airport for the purpose of establishing regional sales and service agency for Taylorcraft Aviation Corporation.

United Industries, paint manu-

facturers, plan immediate construction of a new plant in a 3½-acre site at 9009 San Leandro Street.

Berkeley Pump Company has purchased 100 feet of property at Sixth Street and Bancroft Way for plant expansion.

The Warehouse Investment Company recently purchased property on Third Street, between Magnolia and Union for the erection of a new public warehouse.

Emeryville Expanding

The Valley Express Company has purchased a 1¼-acre site in Emeryville for a new truck and freight terminal.

Air Reduction Sales Company, Emeryville, has purchased 20,000 square feet of industrial property and plans to erect a new warehouse, laboratory and sales building for welding equipment.

American Brass and Copper Company has acquired a building at 1920 Union Street for the removal and expansion of their business.

Autocar Sales and Service Company is erecting a building at 785 Seventh Street for removal and expansion of its shops and offices.

The Caine Steel Company has acquired 1½ acres in Emeryville and plans to construct a new steel

products distributing plant.

Blake, Moffitt and Towne has purchased property on 21st Street for the erection of a \$250,000 warehouse and office building.

The Crown Body and Coach Corporation will erect a brick addition to its plant at 7425 San Leandro Street.

General Aniline and Film Corporation is proceeding with a \$25,000 expansion of its plant at 1729 Poplar Street.

The Oliver Tirecap Supply Company is leasing a building at 1800 Peralta Street for a new warehouse and offices.

William Sweet and W. G. Sweet

have purchased the southwest corner of 14th and Harrison Streets and plan immediate construction of a \$300,000 amusement center.

Big Marchant Boom

The Marchant Calculating Machine Company announces plans for a \$1,500,000 plant rebuilding and expansion program as soon as the necessary priorities can be obtained. The new plant will occupy the site of the present plant in Emeryville, and according to E. B. Jessup, president of the company, the facilities will be enlarged to handle a normal employment of about 2500, approximately 500 above the present employment.

Getting around the jobs

Things are very quiet in this area with construction work practically at a standstill and not much in sight for the winter months. Many of our members employed in the shipyards are idle, due to the Machinists strike, and we have a very large out of work list at the present time.

According to Brother Morris W. Foss, steward at the Peterson Tractor and Equipment Company of Hayward, things are picking up a little at this plant.

The American Bridge Company is erecting a ferry slip for the Western Pacific Railroad Company in Oakland. Pomeroy-Sinnick

Company have 5 members working on this job driving piling.

Pacific Bridge Office

Pacific Bridge is now building a home office between Bethlehem's yard and Encinal Terminal Dock on the Alameda side of the Estuary. A considerable amount of work is entailed, including construction of sea wall and dock piles, before actual building begins. Charlie Mullins is supervising construction. Brother Sully Durrenci is operator on the American Electric floating rig and Brother Ted Anderson is working with him. Brothers Bob Davis and Bert Boland are also on the job. Bob is bouncing around the place on a

truck crane and Bert is doing the repair work. The type of work done by this company calls for many floating rigs. Therefore this should be an ideal location for them.

Hart-Weaver have a job going at the Groom and Groom Housing Project on 15th Avenue in San Leandro. There are three engineers on the payroll at this time. Brother Ernie Miller is operating the dragline, which has just been moved back from Stockton.

Sub-Station Job

Barrett and Hilp have the prime contract for building of Sub-station U for the Pacific Gas and

Electric on Washington Street in San Leandro. This plant will eventually be the receiving station of a new cross country power line. The Edwards Brothers of San Francisco are operating trenching machines on this job. U. B. Lee Company has a sub-contract and Brother W. S. Roberts is running a dozer for them.

Bechtel-McCone Company is keeping 4 members busy on overhaul work at the Hi-Octane plant in Richmond.

Work is coming right along on the Lincoln Lumber Company yard on 92nd Avenue. Brother Al Azavedo is operating roller, Brother

Claude Pitts is on the dozer and Brother W. A. Stringer is running blade.

Rio Vista Meeting

On October 29th a meeting was held in Rio Vista for the members working in that district. The attendance was very gratifying and we are anticipating further meetings in the near future. For the benefit of the men in that area we will list the stewards on the various jobs. If you have any grievance we suggest that you contact the steward at once.

Brother T. M. Hathman, Delta Construction Co.

R. E. Waites, Roberts Island Dredging.

W. B. Lake, Sheldon Oil Co.

News about the brothers:

Brother Elmo Sullins, who just took a withdrawal card, has opened a tire shop at 1433 Webster Street, Oakland. He also has the facilities for complete lubricating work; so if your car has a lot of groans and rattles and appears to be walking on its ankles, it might not be a bad idea to stop in and see him.

A whirley operator in Yard 3 for the past three years, Brother J. E. Jarvis has taken out his service withdrawal card and is waiting to be inducted into the army.

Brother A. R. Palmer, who has operated cranes in Moore's West Yard, Pacific Bridge and Kaiser's Yard No 2, is leaving for Atchison, Kansas, where he plans on making his home.

Brother "Rusty" Waites is job steward on the Roberts Island Dredging Company's job at Dow Chemical in Pittsburg.

Brother Don White, foreman for Gallagher and Burke on their subdivision job in Orinda, dropped into the office the other day.

Skewis Passes On

Brother J. H. Skewis, who has been employed at General Engineering for some time, died after a short illness on November 4th. Services were held on November 6th with interment at Mountain View Cemetery in Oakland. He is survived by his wife, Ruth, to whom we offer our deepest sympathies.

The following is taken from a recent letter from Brother Virgil E. Deal: "If any of the brothers come to Tule Lake for goose or duck hunting, I cordially invite them to stop in and see us at the Curve Cafe, Malin, Oregon. It is one-half mile on the Oregon side of the state line."

Brother Don Dillon is leaving

for Oregon where he is going to run a job for the J. D. Proctor Company.

A former Seabee, Brother W. F. Tilson, has just gotten over a bad case of "flu," which confined him to the U. S. Naval Hospital at Oak Knoll during late October. Brother Tilson, who was on the Trial Crew in Kaiser's Yard No. 1 for some time, reports that he is feeling fine now, and ready for work again.

Operating a "Fix-it Shop" at 3186 21st Street, San Francisco, Brother John Fillingier specializes in saw filing, key making and light repair work. A former crane operator at Kaiser's Yard No. 4, Brother Fillingier recently recovered from a serious illness and, under doctor's orders, is "taking it easy" till spring.

Good Reason for Joy

The home of Brother Jack Greenwood has been the site of great rejoicing since the news was received that his step-son, Mike Weaver, had been released from a Jap prison camp. A member of the 200th Coast Artillery he was captured when Bataan fell. He was held in the Philippines from April 9, 1942, until October of the same year when he was taken to Mukden, Manchuria, where he remained until liberated on August 17, 1945. While Mike was fortunate enough to come through with his health unimpaired, he says the stories of Jap atrocities are all too true. October 28, 1945, the day he first saw America again will always be a red letter day in the life of this boy. Welcome back!

Brother Martin Camera has taken out a withdrawal and is now operating the Camera Associated Service at E. 31st Street and 14th Avenue, north of the Highland Hospital. Brother Camera has been working as a crane operator and dredgerman out of this local for some time, and we

wish him every success in his new undertaking.

Tobin Death Mourned

We regret to report the death of William J. Tobin, 75, well known Oakland contractor, on October 18th. Mr. Tobin, who was born in Ireland, came to the United States 47 years ago and settled in Oakland in 1899. While not a member of the Engineers, he was well known by many of us. To his widow, Lillian, and his four

Brother A. H. "Gus" Deickmiller, a Corporal in the U. S. Marine Corps, arrived home from Guam on the 20th of October. Brother Deickmiller joined the Marines in 1943 and was assigned to the 6th Marine Motor Transport Division. He trained at San Diego before seeing action on 17 South Pacific Islands. He took part in several invasions, one of which was Okinawa. Gus has lost considerable weight since he left Kaiser's shipyard, but by the time he gets a couple of good steaks under his belt he will be as good as ever. Welcome home!

After a month's well deserved vacation which he is spending at Smith River, Brother Walter Marci will be ready to go to work. He has just received his discharge from the Navy and has spent the past 31 months serving in the New Hebrides and on Guam.

"Bill" in Civies

After spending one year, one month and one day in the Navy, Brother William Teague is a civilian once again! Bill, who was attached to the 19th Construction Battalion and later to a Steve-dore Pool, spent about six months on Guam before an injury sent him back to the States for a medical discharge.

Brother Paul Chipchase, orig-

inally attached to the 105th Construction Battalion and later transferred to the regular Navy, has received his discharge and is enjoying being a civilian again.

Ball Team Entered

The Engineers Baseball Team has been entered in the East Oakland Eagles Winter League and we hope that many of you will get out to see the kids play. Following is a schedule of games for the remainder of the season:

November 18—Engineers vs. Stage Riggers, Bushrod No. 1, 10 a.m.

Our boys in service

November 25—Bercovich vs. Engineers, Lockwood, 2 p.m.

December 2—Engineers vs. Becker Bears, Bushrod No. 1, 10 a.m.

Big Date for Paul

Sunday, November 4th, is a date that will linger long in the memory of Brother Paul E. Harper, BM 2/c, for at 10:40 a.m. on that day he left Camp Shoemaker—a civilian once again! Overseas for 2½ years he operated tug boat at Pearl Harbor and on Midway Island. Right now he is enjoying a vacation at Klamath falls after which he says he'll be ready to get back in the saddle.

Action for Andy

Andrew Newton, who has just been discharged from the Army, dropped into the office the other day. A Staff Sergeant with the 40th Field Artillery group, Andy was overseas 19 months—three of which were spent in England and the remainder in France and Germany. He went into Normandy during the invasion, through

France and on into Germany as far as the Elbe River. He was on detached service with the 17th Airborne Paratrooper Division during the crossing of the Rhine and for the work he did at that time he was awarded the Bronze Star. He also has four battle stars which represent participation in the battles of Normandy, France, the Rhineland and Central Germany.

Lockwood is located at 69th Avenue and E. 14th Street, Oakland.

Another Local 3 man who has just received his discharge is Brother F. M. Myer. Attached to the 138th Construction Battalion he spent 18 months on Attu. His work consisted mostly of operating snow removal equipment to help keep Casco Field open to airplane traffic, and he says it's pretty nice to get back to sunny California again.

Robert Bonham, son of Brother Perry Bonham, is home on a 30-day leave. Overseas for two years with a Navy Boat Repair Unit he has been engaged in salvage work in many of the Pacific Islands. With only 3 points to go for his discharge, Bob expects to be home for keeps in the near future.

★ ★ ★

No African is more proud of his nose ring and tattoo marks than the average American is of his mental bonds that make him acceptable to his conventional neighbors.—GYPSY ROSE LEE.

Round-up of the news from Utah

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

From Salt Lake:

Prospects for work in the immediate future have begun to look better. The State Road Commission has announced that over \$2,000,000 of road work is to be let in the very near future, a part of which will be done this winter. The biggest part of this program will be done between Logan and Provo and will be let in five to nine mile stretches, so it looks like a large number of contractors will participate. Part of the program will be in the outlying districts. A number of bridges will also be built. We believe there will be work for all on our out of work list this winter if this program gets started.

At present work is a little slow due to a number of jobs finishing up. In this category is Floyd S. Whiting's job at the Dugway Proving Ground—he used four to ten members for the last four or five months there on a road contract. L. Young has finished at Wendover. A number of contracts have finished or are in the process of being completed.

Many Lesser Jobs

Quite a bit of work is going around Salt Lake City, mostly small jobs, however, on housing projects and the like. Young and Smith still have several jobs going and are keeping a number of the brothers busy. The shovel work on the Sears-Roebuck job is finished but half the piles remain to be driven and the job will use a couple of hoist men and perhaps a derrick.

Sign Trades Pact

William Lichfield of Provo has signed a Building Trades Agreement covering his housing project of 160 houses and the contract for digging the basements has been let to Frank Perry. Frank is a member. One non-union engineer was taken off the job upon the signing of this agreement. Part of the credit for getting Lichfield to sign goes to the picket line we have been maintaining on the Bowers Sr. job near the Lichfield job. On this job the basements were dug last July. Today they have succeeded in framing the roof on one house.

Utah Construction Co. has a new job near Panquitch and have sent a shovel and three terra cobras to the job, with three more to follow. Understand it is a road job in one of the National Parks. All the men going with the equipment are members. At Devil Slide in Weber Canyon they are operating four shovels, three cats and a crushing plant. This job is fully manned with members.

Rebuff CIO Raids

We are having a little trouble with owners of one piece of equipment, especially traxcavators. These men take small jobs, usually work alone, and no way to date has been found to control them. All we can do is wait until they get in some union job and then run them off or in. In the past couple of weeks we have attended meetings in Provo on the Geneva Steel Co. and with the Utah Copper Co. In the matter of Geneva, the C.I.O. tried to force another election but failed in their attempt at this time. At Bingham Canyon the C.I.O. tried to file on the cat skimmers but were not successful in their disruptive tactics.

As we go into the post-war work, the membership must realize that a great deal depends on their observing the working rules. Strict observance of these rules will mean better pay checks and better conditions. Insist on the recognition of

your union. Don't go to work without a clearance, this will not inconvenience you too much now that gas rationing is off. Strict enforcement of the working rules will be the order of the day from now on and your cooperation in this matter will be appreciated by all your officers.

T. L. CLARK.
—C. L. CASEBOLT.

From Provo:

The greatest part of my time during the past month has been spent in the State of Wyoming carrying on work assigned to me. Wyoming, from all indications, is to see an early start, earlier than in other States, of the Bureau of Reclamation program and it is necessary that we establish wage scales commensurate with the skill and training required and the cost of living. Failure to do this will not only affect Wyoming but would also, in all probability, have an adverse affect upon the State of Utah. In fact, already we have had indications of this and the prospects are that we are in for a long and hard fight before the proper conditions are established.

Wyoming is on the threshold of the greatest reclamation development in its history—development that will double the farm population of the State, bring 125,000 people into the State and encourage many new industries. According to an authoritative source the overall reclamation development planned in Wyoming will cost \$239,000,000 and will double the irrigated area and provide badly needed additional power supplies. As the greatest portion of this work will involve equipment handled by our members it can readily be seen why the officials of your union are concerned that proper wage scales and conditions be established.

Next Year's Projects

In the following is listed some of the work that present plans call for starting early next year: Boyesen Dam in Wind River Canyon, between Shoshoni and Thermopolis, at a cost of over \$8,000,000 and with a capacity of 920,000 acre feet. The Owl Creek project Valley and on the Lucerne bench north of Thermopolis. Glendo Dam, which will provide exchange water upstream on the Wheatland and Kendrick projects. The Kortess Power plant, which project will boost the capacity of this plant from 30,000 to 60,000 KW for the Casper-Sidney, Nebr., region.

Bids are to be opened soon, it is reported, on the completion of the pilot canal and laterals in the Riverton project. The Bureau of Reclamation also plans to go ahead with the Lost Wells lateral system covering 6000 acres between Lost Wells and Ocean Lake. The pilot canal covers 4030 irrigatable acres. Included also in this same district are plans for additional canal work that will water approximately 47,500 acres. Seven hundred thousand dollars is at present available for this work and the starting of it should not be long delayed.

Shoshoni Project Up

Plans also call for an early start of the Heart Mountain division of the Shoshoni project and the Heart Mountain Power Plant. This last plant has been found feasible by the Secretary of Interior and Congress will be asked to provide funds for this 4000 KW plant immediately. Part of the work in the Heart Mountain project has been completed and laterals for the irrigation of 14,000 acres has also been

completed. The goal in this project is 41,000 acres.

Other projects, construction of which has been authorized, include the Painrock project with a 7000 acre foot reservoir at Lake Solitude, several pumping units along the Big Horn river to serve about 20,000 additional acres in that area, and additional extensions of the Shoshoni project, particularly the Oregon Basin Reservoir to store 150,000 acre feet of water. Approximately 76,000 additional acres in the Shoshoni project are expected to be served.

Approved by Congress

The foregoing is only a part of the work planned and is that which will probably be started immediately. A great deal of the Bureau of Reclamation work in Wyoming is part of a general plan already approved by Congress. Some of this work has already received authorization to proceed with the construction, some of it has been authorized but is awaiting appropriation of the necessary funds, and some of the plans have yet to be approved by Congress. In the latter category is the Green River project. This project is in the Bureau of Reclamation Region 4 with headquarters in Salt Lake City. Mr. E. O. Larsen, Director of Region 4, states that a report has been prepared and sent to Washington to the Secretary of Interior on the Green River and the transmountain division from the Colorado river watershed. Commencement of this work will depend on the outcome of that report.

Plan Big Road Program

In addition the State of Wyoming is planning a large road program, a portion of which should be let this winter. One portion, 8½ miles on the Lincoln Highway, has already been let to the Leach Brothers of Cheyenne, Wyo. Other work planned, so I am informed, consists of considerable work, such as pipelines, etc., for the various oil companies in that State.

With an eye to an agreement eventually covering all contractors in the State, Brother Casebolt and I have commenced negotiations with the Morrison-Knudsen Co. for an agreement for the State of Wyoming. This was done under authority given by the General President to Business Manager V. S. Swanson to negotiate agreements covering Wyoming. We met with the heads of the company in Boise, Idaho, and presented them with a proposal for an agreement. The company agreed to negotiate and sign an agreement and is to present us with a counter proposal. Substantial improvements in conditions and wages have been requested.

Provo Area Reports

Although I have had little time to devote to the Provo area, I have managed to get around the area considerably. Most of the jobs going are pretty stable jobs with the major portion of the kinks ironed out and manned by crews of good union members who know what to do if any trouble develops. Our main troubles in the Provo area are little ones caused by one piece of equipment owners on small jobs. Wherever possible these have been taken care of.

Iron Mines Operating

I spent a couple of days in Cedar City this past month. The two iron mines there being operated by the Utah Construction Co. are still operating with the same crews. Some doubt existed at the time of my visit as to the future of the mine at Iron Springs, which supplies ore to the Kaiser plant at Fontana. The Iron Mountain pit seems destined to continue operations with some possibilities of

opening up another pit. This may require additional crews. Some trouble is being experienced on a land leveling job near Enterprise. However, we are hoping this can be worked out by negotiations before long.

Other jobs in the area are operating about the same, with the exception of the McGraw Co. operations, which have shrunk somewhat due to the restrictions introduced at Geneva. The McGraw Co. job at the Pacific States Pipe Co. is progressing pretty rapidly and we only have one member left there. Rumor has it that there will be additional work there as soon as materials loosen up. Brother John Curlee, a member of Local 3, is superintendent on the job and doing a bang-up job.

Geneva Plant Declines

The indications are that the Geneva Steel plant will continue to restrict production until just a small maintenance and stand-by crew is left. This, however, is not unexpected by your officials. Information obtained from a pretty reliable source is that the plant will only be operated on a month to month basis and if gas can be obtained to keep the coke ovens warm the rest of the plant, except the power plant, will probably be closed down. To date, the cutbacks have not affected the Engineers to a great extent.

Under these circumstances there hasn't been much your officials could do in regard to obtaining a better agreement or in raising wages. However, despite the CIO's bombastic and exaggerated statements, your officers are not asleep and are carefully watching the situation. Recently a hearing was held in Provo on the CIO's petition for a new election. Information given me is that this petition will be denied. If it wasn't the A. F. of L. would win without any trouble.

Prospects in Provo

Outlook for work in the immediate future in the Provo area is not too optimistic. The State Road Commission indicates that several contracts for roads will be let in the near future, as soon as approval has been received from the U. S. Public Roads Administration. How soon this will occur and whether this will mean any work starting this winter is anyone's guess. Included in the road program for Utah County is 90 miles of secondary roads, I have been informed.

If you are unemployed register that fact at your office so that we may get in touch with you if anything comes in. Also, apply for your Unemployment Insurance. THIS IS YOURS BY RIGHT AND IS NOT A CHARITY. IF YOU HAVE ANY TROUBLE LET YOUR OFFICE KNOW. WE MAY BE ABLE TO HELP YOU. In the meantime you can rest assured that your officials are doing everything possible to get some of the projected jobs started so that every member may have a job.

KEEP UP YOUR DUES. Next spring will see started the greatest peace time construction program ever experienced by the Inter-Mountain district and you will need your card. REMEMBER THE REINSTATEMENT REQUIREMENTS ARE STIFF AND ALSO INCLUDES YOUR BACK DUES. SO YOU DON'T SAVE ANY MONEY!

I hope to be able to call a meeting of the members in this area, possibly before this reaches you, so watch for an announcement by mail. I hope every member will find it possible to attend as there are many subjects that need the

attention of the membership. Not the least of these subjects is wages. So try and be present.

—C. R. VAN WINKLE.

Sacramento

(Continued from Page 3)
are planning on taking it easy for a while.

Brothers Ray Pennison and A. S. Labour are on the sick list this month. Let's all hope they will be up and around again very soon.

NOTICE TO ALL MEMBERS! There is to be an informal meeting of Operating Engineers Local 3, at the Labor Temple, 8th and Eye streets, Sacramento, on SUNDAY, NOVEMBER 18, 1945, at 3 p.m. Come in and report conditions on your jobs, obtain information, etc.

ATTENTION ALL MEMBERS IN THIS DISTRICT: If you don't receive the new wage scale, effective November 5, 1945, please notify the nearest office.

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

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

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

The Fairfield office will continue to remain open until 9:00 p.m. on FRIDAY EVENINGS. Please note that it is FRIDAY and not Wednesday.

Fresno

(Continued from Page 5)
alls and 1 Northwest Back Hoe on the job at present.

The Industrial Engineering Co. Sonastic plant at Hub is really covering lots of pipe. They have a plant crew, 1 Northwest crew, 1 side boom cat on the job.

Canal Job Goes Ahead

The Peter Kiewit Co's job on the Friant Kern County Canal is going along okeh. Some of the rock cuts are tough digging for the Monaghan Dragline.

Louis Biasotti's road job at Los Banos will be finished this month, I think.

Quite a few of the boys who have been in the service are returning and being placed on jobs.

We had a letter from Major 'Pete' Petersen, telling us he was on his way home, but now we hear he is laid up in the hospital with that old malaria. Hurry and get well, Pete!

THAT CERTAIN CYNOSURE WIFE—Did you see those soldiers staring at that WAVE when she got on the bus?

MARINE—What soldiers?

It is said that sharks will not bite a swimmer who keeps his legs in motion. The difficulty is to keep kicking longer than the shark can keep waiting.

Daily report of awards for construction jobs

October 10, 1945

SAN MATEO, Calif., contract awarded to Union Paving Co., \$29,332, for construction of dikes, drainage work, etc., at Bay Meadows Airport, San Mateo.

SALINAS, Cal., contract awarded to Carl N. Swenson, for construction of a five-story steel and concrete addition to the Franciscan Hotel, Salinas.

October 11, 1945

CALISTOGA, Calif., contract awarded to H. E. Conner, \$10,352, for installation of steel water line in Calistoga, Calif.

SPARKS, Nevada, contract awarded to Isbell Const. Co., \$400,000, for construction of an airport near the Pyramid Road, approximately one mile north of Sparks, Nevada.

SAN FRANCISCO, Calif., contract awarded to W. C. Railing, \$15,225, for bituminous treatment, access road to Deschutes Lumber Co. in Shasta County, Calif.

October 15, 1945

SACRAMENTO, Calif., contract awarded to Parish Bros., \$21,330, for grading and paving at Calif. Maritime Academy, Carquinez Straits, Vallejo, Calif.

October 15, 1945

STOCKTON, Calif., contract awarded to L. Biasotti & Son, \$12,100 for reconstr. of Daggett Road, Stockton Naval Supply Annex, Stockton.

MOFFETT FIELD, Calif., contract awarded to Union Paving Company, \$16,192, for const. driveways and parking areas, Moffett Field.

HAYWARD, Calif., contract awarded to McGuire & Hester, \$16,250, for construction of pipeline improvements at Alvarado Plant, Hayward.

SAN JOSE, Calif., contract awarded to A. J. Raisch Paving Company, \$6792, for paving and curb work in San Jose.

WILLOWS, Calif., contract awarded to E. B. Bishop, estimated cost between \$9000 and \$10,000, for repair and resurfacing of major streets, Willows, Calif.

October 17, 1945

SAN FRANCISCO, Calif., contract awarded to Bechtel Bros.-McCone Co., \$1,300,400, for laying 175 miles steel pipe from Kettleman Hills in Kings County to Los Medanos, Standard's tank farm near Pittsburg, Calif.

October 18, 1945

MILL VALLEY, Calif., contract awarded to McGuire & Hester, \$10,953, for furnishing and installing storm drains, grading and paving in Mill Valley, Calif.

SAN FRANCISCO, Calif., contract awarded to Petersen Engineering Co., \$100,000 for const. of a transmission line between Taft, Calif. and Cuyama Substation and const. of Cuyama distribution circuits.

OAKLAND, Cal., contract awarded to Barrett & Hilp, \$20,000 for extension to bldgs. and related work, Station "D," Oakland, Calif. P. G. & E. extension.

MILL VALLEY, Calif., contract awarded to McGuire & Hester, \$1795 for furn. and installing sewer pipe line between Locust Ave. and La. Goma St., Mill Valley.

MARE ISLAND, Calif., contract awarded to Fredrickson Bros.,

\$107,897, for paving of open storage area, Navy Yard, Mare Island.

SAN FRANCISCO, Calif., contract awarded to E. J. Treacy, \$924 for reconstruction southwest corner of 14th and Church, S. F.

October 22, 1945

ORINDA, Cal., contract awarded to Gallagher & Burk, for construction of curbs, gutters, roads, grading in the Sleepy Hollow residential subdivision, Orinda, Calif.

EUREKA, Cal., contract awarded to Tom Hull, \$6777, for construction wing dams on the Van Duzen River and Eel River in Humboldt County, Calif.

SACRAMENTO, Calif., contract awarded to A. Teichert & Co., \$1942, for paving of alley between J and K Streets between 23rd and 24th Streets, Sacramento.

NOVATO, Cal., contract awarded to Allyn L. Burr Co., \$1645, for leveling course, surface course and wear coat finish on tennis court at the Community House, Novato, Marin County, Calif.

October 23, 1945

RICHMOND, Calif., contract awarded to Lee J. Immel, \$61,599, for improvement of Castro Street, Richmond.

MENLO PARK, Calif., contract awarded to L. C. Smith, \$5945, for grading on Merrill Ave., Menlo Park, Calif.

SAN FRANCISCO, Calif., contract awarded to Wm. B. Willett Co., \$73,605, for const. steel frame for Fleet Landing, Ferry Bldg., S. F.

October 24, 1945

MOFFETT FIELD, Calif., contract awarded to Des Moines Steel Co., \$688,336, for const. steel structure for new supersonic wind tunnel at the Laboratory, Moffett Field.

SAN LEANDRO, Cal., contract awarded to Barrett & Hilp, for construction of buildings and foundations for substation "U," San Leandro, P. G. & E. Co.

October 25, 1945

OAKLAND, Cal., contract awarded to McGuire & Hester, \$6905, for pipeline construction job in Oakland and San Leandro.

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$6400 for levee setback on Miner Slough at north end of Ryer Island near Rio Vista, Calif.

MARYSVILLE, Calif., contract awarded to C. C. Gildersleeve, \$4970 for repair of existing bridge across the South Fork American River near Lotus, El Dorado County.

PALO ALTO, Calif., contract awarded to Carl N. Swenson, \$34,486, for construction of shop building at Palo Alto High School.

October 26, 1945

SAN FRANCISCO, Calif., contract awarded to M. J. Lynch, \$128,534, for construction of Ingleside sewer system, Sec. "B," in Urbano Dr., Victoria Street and Ocean Ave., S. F.

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$2693, for repair work on 45th Ave., between Pacheco and Quintara Sts., S. F.

SAN FRANCISCO, Calif., contract awarded to Peter Sorensen, \$68,900, for farm group buildings and road work at Log Cabin

Ranch, La Honda, San Mateo County, Calif.

SAN FRANCISCO, Calif., contract awarded to Shepard & McSweeney, \$597, for repairs to sidewalks, bracket arm and floor beam of Fourth Street Bridge, San Francisco.

HANKSVILLE, Utah, contract awarded to Brown Const. Co., \$55,444, for clearing, grading, graveling and sealing runway, Hanksville, Utah, Intermediate Landing Field.

BRYCE, Utah, contract awarded to Utah Const. Company, \$90,513, for clearing, grading, graveling and sealing runway at Bryce, Utah.

October 29, 1945

CARSON CITY, Nevada, contract awarded to Del R. Beebe, \$12,756, for construction of a timber bridge over the Humboldt River at Palisade on the Mt. Hope Zinc Mine Access Road in Eureka County.

SAN JOSE, Calif., contract awarded to A. J. Raisch Co., \$7262, for paving on North 10th Street from Rosa Street to Gish Road, in Santa Clara County.

SAN JOSE, Calif., contract awarded to A. J. Raisch Co., \$10,412, for paving on Trimble Road from Capitol Ave. to San Jose-Oakland Road, Santa Clara County.

ANTIOCH, Calif., contract awarded to Tom L. Gogo, \$118,223, for const. aprox. 9000 lin. ft. 24-in. water distribution line in D Street and Wills Ave., Antioch.

RICHMOND, Calif., contract awarded to Lee J. Immel, \$3230, for widening corner at Standard Ave. and Castro Street, Richmond.

MOUNTAIN VIEW, Calif., contract awarded to Central Calif. Const. Co., \$55,885, for water system improvements in Mountain View, Calif.

October 31, 1945

STOCKTON, Calif., contract awarded to Geo. Pollock Company, \$12,993, for construction of an oil wharf located approximately 1/4 mile west of the Deep Draft Terminal, Stockton.

STOCKTON, Calif., contract awarded to the Miller-Hays Company, \$13,007, for construction of an oil pipeline located approximately 1/4 mile west of the Deep Draft Terminal, Stockton.

SAN FRANCISCO, Calif., contract awarded to Monson Bros., \$17,849, for repairs to Hall of Justice, S. F.

November 1, 1945

IONE, Calif., contract awarded to Associated Electric and Mechanical Company, \$26,292, for electrical work, including flood-lighting recreation field, Preston School of Industry near Ione, Amador County, Calif.

November 2, 1945

SAN FRANCISCO, Calif., contract awarded to Charles L. Harney, \$20,951, for repair and reconditioning of Aptos Playground, Aptos and Ocean Ave., S. F.

SAN MATEO, Calif., contract awarded to Union Paving, \$29,332,

for construction of dikes, drainage work, etc., at Bay Meadows Airport, San Mateo County.

SALT LAKE CITY, Utah, contract awarded to Wheeler & Tempest, \$3412, for water service and fire protection at Dugway Proving Grounds.

SACRAMENTO, Calif., contract awarded to Close Building Supply Co., \$22,500, for furnishing 60 tons mix type asphalt.

O, You Card Man!

You card man
In the union
Who hardly ever
But growls loudly on the outside
Because dues go up
A few cents a month
Or because
Something else is done
At the meeting
Which you don't like
And don't understand
Because you were not there
To hear the discussion
That settled the question.
Just stop and consider
What you are beefing about
Anyway.
Just suppose
You had your way
And always kept
The dues way down low
So that your union
Couldn't do anything
Nor help anybody
When help was needed
And the bosses
Ever ready
To cut your wages
Slashed them down
To the tune
Of a dollar or two
Per day, that would be
Twenty-five dollars
Or fifty dollars
Per month.
Some hole that
In your income,
And yet you
Balked at paying
A few pennies more
To protect yourself
Against just such cuts.
What is the matter
With your noodle?

SHOCKING OVERSIGHT

A west coast manufacturer shocked a congressional committee by testifying that when he increased his workers' wages, his profits went up too.

The NAM must have slipped up somewhere. Could it be they forgot to mail him that last piece of literature warning him he'd go bankrupt if his workers got a living wage?

Oh, Oh, Lady!

A favorite of ours is about the woman who cornering the great English lexicographer, gushed: "Oh, Dr. Johnson, I was distressed to find that you had included so many naughty words in your dictionary."

Johnson looked at her coldly and replied:

"And I, madam, am distressed to learn that you looked for them."

Be Patient, Kid

Eskimo Papoose: "Baw-w-w, I wanna drink."

Eskimo Mother: "Shut up, it's only six months till morning."

HE CAN'T KEEP EVERYTHING

1 Bosses' war profits after taxes are 47 billion dollars

2 Congr. votes billions for bosses' cancelled war contracts

3 Tax refunds to bosses for all losses in next 2 years—

4 American worker gets no protection for reconversion!

5 Boss: Know why I fired you? 'Cause I must reconvert!

6 Boss: Speed reconversion—buy lots of my products

7 Worker: Can't—I'm fired. Guess you'll raise your remaining workers' wages so they'll be able to buy?

8 Boss: Th' way I figure it I'm only raising my prices.

9 JOBS & HIGHER WAGES!

WES