



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, No. 22

SAN FRANCISCO, CALIF.

DECEMBER 14, 1945

OVERTIME PAY SCALE IS CLARIFIED

Important Notice To All Members!

By VICTOR S. SWANSON
Local Union Manager

At our last regular meeting held Saturday, Dec. 1st, a very large attendance was present—approximately 800. The Special Order of Business came up at nine o'clock and discussion on this consumed considerable time. Consequently, very little other business could be transacted.

Your executive board had brought in the unanimous recommendation which had to do with overtime pay on all work that comes under our agreements with the Northern and Central California chapters of the Associated General Contractors of America, Inc. The recommendation was that Local 3 work on all jobs, new and old, that are covered by said agreements for time and one-half for all overtime, including Saturdays but double time for Sundays and holidays up to May 3, 1946. The reason for that date is that our two agreements terminate at that time.

Back Board's Stand

The membership approved the Executive Board's recommendation by a substantial vote. Therefore, this rule will govern our overtime pay on this class of work, with the possible exception of certain old contracts let by the governmental agencies where governmental agencies may not permit double time on Sundays and holidays to be paid. On such old government jobs where all crafts work for time and one-half, it will naturally follow that our policy must be the same as that of other crafts we work with.

Double Time Ruling

We wish to call all members' attention to the following: In our agreement with the Piledriving Contractors' Association, double time is provided for and must be paid for all overtime including Saturdays, Sundays and holidays except on such jobs where the governmental agencies will not permit double time pay.

Steel Erector plant

In our agreement with the Steel Erectors Association double time is provided for all overtime worked, and will be paid—again with the exception of such old jobs as referred to in connection with the Piledriving Contractors' Association agreement.

Important Notice!

The decision arrived at in our meeting last Saturday night does not affect any other job or work except that which is covered in the agreements between our union and the

Northern and Central California chapters of the Associated General Contractors of America, Inc. And any other contractors covered by union agreement for like work. It is important that this is understood by all.



Since this is the last Engineers News in 1945, may I take this opportunity to express my deep and sincere thanks and appreciation to each and every member for your so kind consideration and cooperation for the advancement of the best interests of our union at all times, and may I further extend to each and every one my sincere wish for a most happy Christmas and a prosperous New Year.

Victor S. Swanson

Boss Convicted For Violations Of Labor Laws

San Diego, Calif. Mgr. Walter G. French of the American News Co. here was fined \$1250 in municipal court for 25 violations of the California child labor law and women's 8-hour law. The complaint, filed by the deputy labor commissioner, charged French with employing three youths and a woman more than eight hours daily. French was placed on probation for one year by the court and \$1000 of the fine was held in suspension.



COAST LABOR-MANAGEMENT MEET CONTINUED AT COLORADO SPRINGS

The Spokane Conference of Pacific Coast Employer, Labor Representatives and Government, which was called for Nov. 21 by Chairman E. A. McMillan, of Shipbuilding Stabilization committee, has recessed to Colorado Springs, Colorado, and is now in session.

F. E. Vandewark of Engineers Local 3 reported the following on his return from the Spokane Conference:

1. The conference is to appoint a working committee with power to fix its own agenda and to proceed with the consideration of the items thereon and make recommendations to the general conference.
2. That the working committee, if appointed, consist of ten members and ten alternates each from labor and management and such government members as may be designated.
3. That the working committee convene at Colorado Springs, Colo., on Dec. 5, 1945, and that the committee be empowered to recess, if

necessary, to another place and time to be fixed by it, and also to call the conference into session when it is ready to submit a report.

4. The working committee shall name a subcommittee on Agenda and instruct the subcommittee to prepare and submit at the earliest practicable date a detailed agenda for the conference.

5. That this committee now recess subject to call by the working committee.

6. Before closing of the session, E. A. McMillan, chairman of Shipbuilding Stabilization committee, authorized another Pacific Coast session to be called at a later date at which time the subject of wages will be discussed for the Pacific Coast zone.

Swanson At Conference

Manager Vic. Swanson left for Los Angeles last Thursday to take part in the quarterly meeting of the California State Federation of Labor. He is a vice-president of the State Federation from San Francisco area.

Swanson goes from there to Colorado Springs to represent the International Union of Operating Engineers and Local 3 in the Labor-Management sessions.

Important Coniab

This is particularly important for West Coast labor since the matter of wages in the shipyard industry on a four zone national scale is to be discussed. Workers in all crafts are looking to their representatives to negotiate a good agreement. This is one of the most important tri-partite conferences in three years, and its results will help to set the pace for future negotiations on the coast in the coming weeks. The Shipbuilding Stabilization Commission, a tri-partite subdivision of the War Labor Board, called the meeting at which labor, management, and government are being represented.

It is hoped the Pacific Coast Zone conference will be called immediately following this session to specifically discuss wages for Pacific Coast yards.

Report of last meeting

The regular meeting was held at the Building Trades Temple, 14th and Guerrero Streets, San Francisco, California, December 1, 1945, at 8:30 p.m., President Clancy presiding. Roll call showed Guard Schattgren absent.

It was gratifying to your officers to see over 800 members in attendance, which is the largest attendance we have had in several years, and it is hoped that this indicates greater interest of the members in their union.

The minutes of the previous meeting were read and adopted as read.

Synopsis of executive board minutes of November 17 and December 1, read, and were approved as read. Synopsis of minutes of special meeting, held in Sacramento December 18, read and ordered received and filed.

President Clancy read a report from the General Secretary-Treasurer.

President Clancy announced his decision in regard to the Simon case.

Letters and cards of thanks were received from Mrs. D. E. Weesner, the Freeland family, Mrs. Ruth Skewis, Mrs. G. L. McDaniel, Mrs. Dean Henry, Mrs. Sadie Curry and family, Mrs. Charles Flynn and family, and Owen Yeager, Mr. and Mrs. James Lee and baby Charles.

The following brothers were reported ill: Clarence Mort, Abel Labour, Ross Peoples, Salvatore Rosser, Leonard McClish, Perry L. Peers, Petrus Peterson, John G. Reymundo, Hugh Fulton, L. W. Maxon, Royal Winfred.

There was over an hour of discussion upon the overtime rates to be effective until May 3, 1946. The Executive Board had recommended that we continue to work overtime on the basis of time and one-half until May 3, 1946, including Saturdays, but that Sundays and all holidays should be paid for at double the regular rates, and Secretary be instructed to so notify Associated General Contractors. Recommendation carried.

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

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.



MERRY CHRISTMAS
☆ TO ONE AND ALL ☆

Unselfish interest in others is the keynote of happiness at Christmastime. May each gift you receive breathe love and devotion and bind the ties of home and friendship more securely.

As for ourselves, we desire to express our appreciation for your loyalty to us in 1945, and wish you a Merry Christmas.

Operating Engineers Union Local 3

Fresno trades council picket line furnishes local interest

By H. L. SPENCE
Business Representative

Fresno—The most excitement in the Fresno area this week was the Building Trades Council's picket line on the Stewart and Nuss, Herndon Rock, at the River, also Grant Pacific Rock Company at their plant in Fresno, their rock plant near Friant, as well as their Lindsay and Selma plants. Naturally the Engineers are all for it and believe me these brothers are walking slow out in front of all the above mentioned places.

The Peter Kiewit Sons job on the Friant Kern County Canal is doing okeh with Brother Tony Perry as Steward. Believe me, he is a real Steward. Keep up the good work, Tony, for all the boys are with you.

Pollock Gets Job

I see by the Fresno paper that George Pollock Company from Sacramento was low bidder on the crushing sand stock piling and gravel for the first 40 miles of the Friant Kern County Canal job.

Macco Construction Company has almost finished their pipe line job up at Florence Lake. I guess the boys will be glad to get out of there for the snow is getting pretty deep.

Callahan Construction Company has quite a bit of work to do on their repair job on the tunnel between Florence Lake and Huntington Lake. Their rip rap job on the dams at Huntington are going along okeh with two shifts. I have quite a time keeping enough of the brothers up there to keep both shifts going, for it's a tough go up in the snow.

Bechtel McCone's job at Burrel is progressing fairly well with W. W. Morse as Steward. He is in the dog house most of the time with the Company, but he really keeps the boys in line.

Merced Air Base

N. M. Ball Sons are getting near to the finish at the Merced Air Base job. It has been a good job—not too much trouble or beefs.

Morrison Knudsen's pile driving job at Madera is almost finished. They have another small bridge job near Chowchilla. I think the crew will move on up to that job.

Lemoore Leveling

Clyde Wood has the land leveling lined out down at Lemoore. They have a lot of dirt to move, and everything seems to be okeh on the job.

Moddy's land leveling jobs down around Dinuba way are going okeh according to the report received from the boys from down there when they attended the last Fresno meeting.

Brother Earl Wilson is on the land leveling spread for J. E. Haddock near Poplar. I am told by some of the members that the other work that J. E. Haddock has is in fairly good shape around Fresno.

The office is open each Thursday evening from 7 to 9 p.m. The regular monthly meeting will be December 27th.

Biggest War Atrocity

American industries are getting a big headache out of plans to liquidate Japanese corporations in which they owned stock.

It will no doubt make GIs stranded in the Pacific happy to know that the war caused other Americans trouble, too.

CHRISTMAS, 1945

By RAY SCOTT
Editor, Firemen's Magazine

Again the glad season of Christmas has come. As this great holiday approaches, reminding the world of the birth of the Prince of Peace, men's hearts are made glad with the realization that there has been a cessation of the hostilities which have been terrorizing the world for the past several years. Because of the suffering arising out of war, Christmas for the past few years was made a season of solemnity for the people of our own country, while the blight of two additional years of conflict lay heavy upon the nations of Europe.

It is a sad commentary upon human nature and a blight upon the pages of history that men have not better learned the lessons of experience. How depressing is the realization of the fact that for so long a period of time the great majority of the peoples of the world at peace were those where paganism prevailed while nations with Christian traditions were locked in mortal combat! *What a travesty that nations with such a rich heritage from the past could find no peaceful means of settling their differences but instead resorted to arbitration by the god of war! What an indictment of the time honored means of expressing sovereignty among nations!*

As the Angel song of "Peace on Earth, Good Will to Men" resounds throughout the land, it is to be hoped that truth and virtue may be undergirded with the strength that comes from knowledge and understanding. If such is the case, then may the peoples of the earth look forward with confidence to the new era that shall rise on the ruins of the past. However, if the old vices of avarice, greed and lust for power, together with their concomitant evils, are not curbed; if new discoveries in the physical universe, and the consequent application of these powers to man's mechanical inventions are not directed into channels of good will and constructive usefulness, then there may be some grounds for predictions which are being made that man stands on the brink of destruction.

Surrendering to the latter alternative, however, would be utter futility. Men must gird up the loins of their thinking and with courage and resolution address themselves to the problems before them no matter how insoluble they may seem to be.

The war so recently ended has demonstrated methods of destruction that have brought fantastic results. The unleashing of atomic power has stimulated the activity of men's minds to almost unimaginable proportions, and it is significant that in their thinking men are giving so much consideration to the destructive possibilities of nuclear power, rather than to its use to lighten the burdens of mankind. *What a sequel to the back-breaking work that has gone into the building of civilization that discovery and utilization of a power capable of lightening man's burdens should be the harbinaers of an overmastering fear!*

As the recurring Christmas season bids men rejoice so does the inspiration cheer them on their way toward the consummation of an era that for ages has been the lodestar of prophets and poets.

Talking Things Over



AFL Pres. William Green explains a point to Pres. John L. Lewis of United Mine Workers (unaffiliated) at labor-management conference in Washington D.C. Close agreement of Green and Lewis at conference sessions revived rumors that UMW had rejoined AFL, but this was denounced as bunk by Green. (Federated Pictures).

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Local scores initial gain in gold mine organizing; wins election at Natomas

By OTTO E. NEVER
Business Representative

Eureka—Efforts of our union for the past year are now paying dividends. As previously reported to you from time to time, the writer has been instructed to keep a close check on the gold dredgers. As late as February of 1945, a survey of the gold dredger situation in California and Nevada was made and a report given to your Executive Board.

Immediately upon the rescinding of the Gold Mining ban, L-208, Brother Swanson dispatched your Eureka representative to Folsom to commence the organization of the employees of the Natomas Company of California. By November 2nd, we had sufficient members signed and Brothers Frank Lawrence, Clarence Mathews, Wm. Waack and myself met with Mr. Smith, the manager of Natomas Co., to negotiate for the exclusive bargaining rights for the employees, for a closed shop, and an increase in pay. Mr. Smith questioned our majority and asked for an election. The election was had between the hours of 1:30 and 4:30 p.m. November 9th. Eighty-seven ballots were cast, of which eleven voted against Local 3 and seventy-six in favor of Local as the exclusive bargaining agent for the dredge employees, repair crews, and clean-up gang. Mr. Smith then acknowledged our right to bargain, and a tentative date, which later turned out to be November 26th, was set for the negotiating of a contract. At 2 p.m. on that date Brother Lawrence and Brother Mathews again met with Mr. Smith and agreed upon a closed shop with some exceptions, which will be taken care of later, and about one-half of the contract we presented was approved. The meeting was adjourned at 6 p.m. until about December 3rd.

Accept Contract

The employees were then notified of a meeting on November 28 and the contract so far approved was accepted by them. It was also reported at that time that we had 97 out of the 115 employees signed in Local 3.

It must be admitted that Mr. Smith has kept his promises religiously and throughout the negotiating has looked out for the welfare of the employees as well as his own company.

Expect Signature

By the time the Engineers News is received by our members we hope the contract will be signed between Natomas and Local 3. In the meantime the writer has contacted and started signing the employees of the Gold Hill Dredging Company at Oroville and Ione and Comanche as well as the employees of the Yuba Consolidated Gold Fields at Marysville. I have been assisted from time to time by Brother Bill Waack at the Marysville office.

If you have any information regarding bucket-line or doodle bug dredges that you believe would be of benefit to Local 3 please write or wire me in care of our Marysville office, 321 E Street, or contact your local business agent.

It is hoped that we will be able to place a thousand or more members of Local 3 in this new industry. However, the job has some rugged features, and we need the help of every man in Local 3. We are also contacting open pit mines which will utilize shovel operators and carryall men. This field has good possibilities and should take care of many of our heavy duty mechanics, cat skimmers, and old-time shovel operators.

You will receive reports on the gold mining industry from time to time in your Engineers News.

Jobs in Offing

There is a great deal of work in prospect around Crescent City as soon as the California-Oregon Power Co. completes the building of their transmission lines to Crescent City. At least four good-sized mills are planning on putting up plants and shipping by water from Crescent City. Sause Bros. of Albany, Oregon, are attempting to negotiate a deal with Crescent City to build new docks for the handling of lumber, general freight, and cargo. Approximately \$2,000,000 has been appropriated and re-appropriated for the development of the harbor and jetty. We understand that Lundblade & Hammond are planning on putting up mills at Orick and Trinidad, respectively. Lumber now being cut north of Red Hen would be shipped from Crescent City.

A good deal of work is in prospect throughout Humboldt County both on State highway and secondary roads, or paved county roads. Due to the rain, very little work is going on at this time.

The Chicago Bridge & Iron Co. have only about 25 engineers left, and work will undoubtedly be completed right after the first of the year.

M. K. Co. were given the slide job on the N. W. P. Railroad near Shively and are using about 20 brothers on two 12-hour shifts to rush this job through. Work should be completed by December 10th. Most of the skimmers came from the Sacramento territory.

Negotiating Pact

We are now negotiating a contract with the Golden State Company covering the travelling repairmen. We also hope to negotiate further contracts for stationary engineers with two of the fish canneries. There may be some difficulty, however, as the Sailors Union of the Pacific claims jurisdiction over all crafts, including teamsters and engineers, in all fisheries.

Bids are being called for the erection of a concrete bridge across Rock Creek about 25 miles south of Garberville. Date set for the opening of bids is December 12th. This is the only new work in the Redwood Empire territory at this time. We hope to give you a better report in our next issue.

In closing, may I wish each and every one of you brothers a very Merry Christmas and a Prosperous and Happy New Year.

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It's Super-Colossal

One of Hollywood's biggest producers had been looking for a really good story for a year, and had at last reached the point where he was ready to listen to all comers. An unknown writer was ushered into the presence one day. "They tell me you have a great play," said the mogul, with a reassuring wave of the hand. "Go ahead and read it to me."

This was more than the author expected. Furthermore, he was afflicted with a severe case of the stutters. But the chance was too good to miss, so the author sat down and read the whole play, scene by scene.

When he had finished the producer yelled for his secretary. "Sign this man at once," he cried. "He's got a new twist that's sure box office. Every character in the story stutters!"

Dredger News

By T. D. BRYSON
Business Representative

San Francisco—Dredging work has slowed down considerably since the war ended and a few of the dredges are still tied up. Part of the crews are being kept on doing repair work, so we have had very few dredgemen out of work, however, if some new work is not started pretty soon, I am afraid we are going to have quite an unemployment problem.

Suction Dredges

The Case American Construction Company's Dredge Olympia is still pumping at the Alameda Naval Air Base. It appears that they will be there for some time yet. Chase McCoy is superintendent and Brother Arvid Carlson is skipper with a complete crew of Local 3C members. Brother George Fernandez is levee superintendent on this job and he states that he has the best shore gang on the Pacific Coast. I am inclined to agree with him for we never have had any complaints from anyone on his job. They are all 100 per cent union.

The San Francisco Bridge Company's Dredges Duwamish and San Pedro are both at Mare Island working for the Navy Yard. Brother O. K. Worre is skipper on the Duwamish and Lars Johnson is on the Pedro. Bill Bundy is field clerk and our contact man for both dredges.

The Olympian Dredging Company's dredge Palmer has finished their job at Sacramento and have moved to their yard at Rio Vista where they are keeping a skeleton crew doing repair work. The Trojan is still in the yard at Rio Vista where it has been for some time waiting for a suitable job.

The Hydraulic Dredging Company's dredge Papoose is tied up at their yard in Rio Vista with a skeleton crew doing repair work. Brother Joe Baldetti is skipper and Brother Rowland Davies is chief engineer.

Arsenal Job

The American Dredging Company's dredge Pearl Harbor is working at Benicia, where they have a job at the Arsenal. I haven't gotten a very good line on the personnel as that is one of the Army Reservations where it almost takes an Act of Congress for a business agent to get in.

The Case Construction Company's dredge Alamitos is still working for the U. S. Engineers on the Sacramento River at Rio Vista. Capt. Sidel says he has a full crew now for the first time in many months. Brother Dan Pryor is chief engineer and Steve Silver is superintendent with Bryan Ure as levee superintendent.

Tied Up by Strike

The Pacific Portland Cement Company's dredges at Redwood City are tied up on account of the Machinist strike. The question of Unemployment Insurance for our members who are locked out will have to be decided by the courts as the State Unemployment Commission has refused to allow unemployment benefits to anyone who has been thrown out of work on account of a strike.

Clam Shell Dredges

The Olympian Dredging Company's dredge Monarch has moved to Rio Vista where they are using it to wreck the Old Monterey, but expect to be back in the Bay district in a short time. The Golden Gate is still undergoing repairs at Rio Vista. Dutra's dredges at last reports that the Edwards was somewhere on the East Side of the Bay near Alvarado doing work for

(Continued on Page 6)

Wet weather, scarcity of building materials holds up projects for Stockton

By ED DORAN
Business Representative

Stockton—For the first time in a long time, we have members unemployed. This, I think, is due to the uncertainty of building materials and the time of year when it is too wet for dirt moving. At Lathrop with the A. S. Vinnell Company, we have 23 operators and 30 oilers working 9 hours a day, seven days a week. Also, there are 9 heavy duty repair men working in the shop. Brother Edgar Curtis is master mechanic. This is

a freight handling job. Vinnell has taken over the operation formerly done by civil service employees for the Army Engineers. This company signed an agreement with the Operating Engineers, and are paying the new wage rates as approved by the Wage Adjustment Board.

After negotiating for three weeks we were successful in getting an agreement with the Builders Exchange of Stockton. Brother Clarence Mathews, Local 3 Secretary, made several trips to Stockton in the course of negotiations. The final outcome was the signing of the same agreement which we now have with the Associated General Contractors of Northern California.

Builders' Agreement

The Builders Exchange consists of local building contractors working in San Joaquin County. Stew McGaw, Ivor Swanson, and R. E. McCarty are a part of this agreement. If members of Local 3 will call or phone the Stockton office you may have a copy of this agreement.

Brother Tim Hinds has returned after 18 months in the Aleutian Islands. Tim has been with the Elliot Company for four years, and now he is seen window shopping in the local jewelry stores, his interest is centered around diamonds. My guess is that Brother Hinds will be getting married in the very near future.

New Shovel at Lodi

Claude Woods Company of Lodi has just had delivery of a new Northwest shovel model 6 and a Hough loader. The rock plant is going along as usual. Wood should have the new batch plant working this month.

Brother Joseph Landis was a visitor in our office this week, he has just been released from the Army after serving quite a long stretch. He was stationed at Australia, New Guinea, Luzon, the Philippines. He was in the "FIGHTING 32nd DIVISION" which he claims has the most combat hours of any other division in the U. S. Army.

Reclamation Report

The U. S. Bureau of Reclamation's Central Valley Basin report, recommending nearly \$2,000,000,000 in water and power developments in the Central Valley, has been submitted to state officials for review, the bureau's regional office announced.

Completion of the report was announced by the bureau several weeks ago. It is to be reviewed by the state and by other federal agencies before submission to the President and Congress, it was explained.

The report contemplates a 15-year construction program including 38 major dams and reservoirs, 28 hydroelectric plants and other engineering works. The bureau said it would bring water to about 3,000,000 acres of land not now irrigated.

Road Projects

Three road projects presented by the Roberts-Union Farm Center to the Stockton Chamber of Commerce road committee in meeting, received favorable committee reaction. They are expected to be recommended to the Chamber

board of directors in meeting December 7.

The farm organization asked support of the committee as follows:

(1) That there be no further delay by the Board of Supervisors or the county engineer in establishing the bridge across Middle River at Fish Camp and connecting roads to this bridge, which in turn connects State Highway 4 with a shortcut to Tracy.

(2) That a new bridge across Old River, connecting the upper division of Roberts Island and Stewart Tract be constructed. About a mile and one-half of new road will be necessary.

(3) That a direct freeway between Stockton and the Bay Area be constructed in the proximity of the course traveled by the Santa Fe Railroad.

June 1, 1946, will be the earliest possible date construction work can begin on expansion of the city sewer improvement program and pointed out that six months will be required for the preparation of plans and specifications.

Plans are being prepared now, Payton said, for the expansion of the south sewage treatment plant by C. C. Kennedy, consulting sanitary engineer, in his San Francisco office. Intercepting sanitary sewer plans are being drawn by Ray Cruden, assistant city engineer.

Marshall Dunlap, who is in the Navy, will return to the city engineer's department here as soon as living accommodations can be found and will prepare the storm water sewer system plans, Payton said.

Bureau Fund Slashed

The House Appropriations committee slashed \$22,160,900 from the \$99,367,000 recommended by the Budget Bureau for work on reclamation projects in the current fiscal year.

The committee's recommendations would not affect 10 projects whose funds come from Reclamation Bureau revenue, but they would reduce from \$67,335,000 to \$42,765,000 the amount for projects coming out of general treasury funds.

The California Central Valley Project fund was cut to \$19,215,000 from the \$24,500,000 recommended by the Budget Bureau.

Army Engineers also asked for but did not get funds for following projects:

Suisun Canal, \$160,000; Sacramento River, \$390,000; San Joaquin River, \$150,000; San Gabriel River, \$700,000; Success Reservoir, \$50,000; Pine Flat Reservoir, Folsom Reservoir, Terminus Reservoir and Isabell Reservoir.

Ten-Year Program

A 10-year program calling for the outlay of more than \$3,000,000 to bring Calaveras County's highway system up to standard will be presented to a joint legislative committee in Sonora.

State Sen. Jesse M. Mayo, who is acting as co-ordinator, made this report following a session at the courthouse, when the county's program was mapped out.

It calls for improvement of 12 state highway links and improvement (Continued on Page 4)

Wet weather, scarcity of building materials holds up projects for Stockton

Continued from Page 3)
ments of nine strategic county roads, as follows:

(1) Murphys to Calaveras Big Trees State Park, Sign Route 4, 15 miles widening and new construction, estimated cost, \$300,000; (2) Angels Camp to Murphys, Route 4, eight miles, widening and new construction, \$200,000; (3) Valley Springs to San Joaquin County line, Sign Route 8, 10 miles, widening and new construction, \$200,000. (4) Mokelumne Hill to Jackson, Sign Route 49, four miles in Calaveras County and three miles in Amador County, widening and new construction, including new bridge, \$500,000; (5) San Andreas to North Fork of the Calaveras River, Route 49, two miles widening and new construction and two bridges, \$50,000.

(6) Angels Camp to Columbia junction, Route 49, six miles in Calaveras County and eight miles in Tuolumne County, widening and new construction, including high bridge over Stanislaus River, \$700,000.

(7) Altaville to Copperopolis, Route 4, 12 miles, widening and new construction, estimated cost, \$250,000; (8) Copperopolis to Stanislaus County Line, Route 4, nine miles, widening and new construction, estimated cost, \$100,000; (9) Dorrington to Alpine County line, Route 4, widening and new construction, estimated cost, \$600,000. (10) Mountain Gate to Valley Springs, Sign Route 12, 1 1/2 miles, widening and new construction, estimated cost, \$50,000; (11) Mokelumne Hill to Valley Springs via Paloma, Rt. 12, two miles widening and new construction, \$200,000, and (12) Valley Springs to Wallace, Route 12, two miles, widening and new construction, from Southern Pacific trestle to Rocca Bella olive orchard, \$75,000.

County roads to be requested for inclusion in the program are as follows:

(1) San Andreas to Mountain Ranch, 10 miles, widening and new construction, \$100,000. The road is being financed by the county's allocation from existing postwar state and federal feeder road money. (2) Mountain Ranch to Railroad Flat, 12 miles, widening and new construction, \$100,000; (3) Mountain Ranch to Sheep Ranch, seven miles, widening and new construction, \$100,000; (4) San Andreas to Friest City via Calaveritas, 12 miles, widening and new construction, \$100,000. (5) Vallecito to Stanislaus River, five miles, \$50,000; (6) Westpoint to Amador County line, four miles, \$80,000; (7) Copperopolis to O'Byrnes Ferry, seven miles, \$100,000; (8) From Highway 8 to Jenny Lind, Milton and Copperopolis, 22 miles; \$150,000, and (9) From Highway 12 at Goodman's Corner to Comanche, Campo Seco and Valley Springs, 14 miles, \$100,000.

Tuolumne Proects

Tuolumne County supervisors will recommend realignment, improvement and construction of roads by the governmental bodies which have jurisdiction, rather than specify the sums the board feels necessary to be spent on state and federal roads in the county.

Recommended for consideration are: (1) Sonora Pass Highway from Oakdale to the summit; (2) Highway 49 through the county; (3) Big Oak Flat Road from Yosemite National Park to Yosemite Junction; (4) Tioga Pass Road in Yosemite National Park; and (5) Clark's Fork Road in Stanislaus National Forest.

A total of \$2,175,000 is needed for work on 181 miles of county roads and 36 bridges, according to Tuolumne County Engineer B. H. Maynard.

Included are Phoenix Lake Road by way of Bellview and Yankee Hill, Buchanan Road from Tuolumne City toward Big Oak Flat, Carl Inn to Mather Road, Chinese Camp to Crimea House Road, Confidence to Tuolumne Road, Groveland to Tuolumne Ranger Station Road, Jamestown to Algerine to Wards Ferry Junction Road, Jupiter Road, Marshes Flat Road from Moccasin to Don Pedro, Middle Camp Road from near Twain Harte to Confidence, O'Byrnes Ferry Road, Priest Road toward Coulterville, Rawhide Road from Jamestown through Jeffersonville, Rock River Road, Lime Kiln to Jamestown Road, Yankee Hill Road, Yosemite Junction cutoff road.

Recommended by Tuolumne supervisors to be constructed under the federal aid secondary road system are Keystone to LaGrange Road, Wards Ferry Road, Parrots Ferry Road and Tuolumne Junction to Tuolumne City Road.

The Mariposa County program including: (1) Improvement of All-Year Highway to Yosemite National Park from Mariposa to Briceburg; (2) Improvement of Highway 49 from Mariposa to the Tuolumne County line; (3) extension of Highway 49 from Mariposa south west to the Madera County line; (4) Construction of a new road from Mormon Bar through the Ben Hur district to the Madera County line, and (5) construction of the Triangle Road from Acorn Inn to Wawona Grove.

Mariposa Program

The W. A. Bechtel job at the Heinz cannery at Tracy is just about completed with two members standing by.

Steve Rados has about 3 weeks more to complete the sewer and disposal plant for the city of Tracy.

Pomeroy-Sinnock has completed the warehouse job at Terminus and has moved the driver and derrick barge to Colberg's boat works at Stockton.

Fredrickson Bros. have been working at the Heinz cannery laying and rolling hot stuff. The hot plant has been set up at Tracy for the past 6 months.

The following telegram was received by the San Joaquin Building Trades Council:

Nov. 28, 1945, 11:59 A.M.
H. A. Gibson, Secretary
San Joaquin County Building & Construction Trades Council
805 East Weber Avenue
Stockton, California

Department advised that there are lump sum naval contracts which were let under terms of stabilization agreement. Projects of this nature should be finished at the rates of overtime provided in the stabilization agreement.

HERBERT RIVERS,
Secy. Treas.

Illinois State Labor Demands Fair Practice

Springfield, Illinois
The Illinois State Federation of Labor in annual convention instructed its executive board to make sure that next year all delegates, regardless of race or color, have hotel accommodation without discrimination. Springfield hotels canceled reservations of Negro delegates when they arrived to claim them this year.

The convention demanded a federal fair employment practice commission and urged the AFL executive council to see that affiliated unions do not discriminate because of race.

Big sash, door mill opened at Reno; will cost a half million

By JOHN DeLAGRANGE
Business Representative

Reno—The Rocky Mountain Corporation has broken ground on their new \$500,000 sash and door mill being constructed on the north end of Valley Road. This will be quite an enterprise for Reno, as they will employ between 500 and 800 men at full operation. This company is moving all their equipment and machinery from West Virginia to Reno, Nevada. Isbell Construction Company has the excavation and we have four cats working on this job at the present time. Brother Arnold Blair is the shifter in charge.

Isbell Construction Company has completed their pipe line job in the city limits and have several small jobs going on at the present time in Reno and vicinity. Brother Bob Crawford is operating a shovel for this company at Silver City in the gold mining industry. Brother Walter Todd, our "steward" on the Kimberly mining stripping job, has left Isbell Construction Company employment and has moved to Idaho to work in that state. I deeply regret seeing Brother Todd leave, as he has been an A-1 steward for Local 3 at Kimberly, and I also know that he will be missed by all the brothers there.

John Wowers, Utility Contractor, has started his \$45,000 storm drain sewer at the end of Evans avenue in Reno. Brother Howard Luzier is operating the back hoe. Brother Paul Collett is also working for the same company operating a 3/4-yard P & H. Mr. Powers also has a contract for a sprinkling system for the Washoe County Golf Course.

Fluftrok Closes

The Fluftrok Corporation at Yerington, Nevada, has shut down in order to change their equipment. This equipment was not installed properly and several changes will have to be made before they can handle their products correctly. I was told by their superintendent, Mr. Parks, that it would take approximately six months for the change over.

The Mapes Company is dismantling the old post office building in Reno at First and Virginia streets, and is going to erect a fourteen story hotel. We also have the Virginia Lake Hotel to start in the very near future, which will consist of an American Plan hotel, large swimming pool, tennis court, and cottages for the divorcees. The estimated cost on this project is \$2,000,000. We have the Reno Rancho Hotel and Motel, to be built three miles west of Reno on Highway 40, at a cost of \$1,500,000. They are planning on a privately owned airfield. We still have another hotel to be built at First and West streets by the Johnson Syndicate Co. which will overlook the beautiful Truckee River. They have purchased the lot and the Reno Evening Gazette carried an architectural design of this hotel. It will be a very modern hotel. You guessed it, still another, this happens to be an extension on the Riverside Hotel, which will cost approximately \$1,500,000. Frankly speaking my own opinion is that Reno is going "hotel crazy," however, if it will give our brothers plenty of work it's O. K. by me to build one in every block.

Weather Interferes

On my recent trip to Battle Mountain on November 14, the C.A.A. Engineers had closed the Vegas Rock and Sand Company's job down, due to weather conditions. It is too bad that Roy Cram could not have completed this job

(Continued on Page 7)

Boys rapidly return from services to resume work on North Bay region jobs

By H. O. FOSS

Business Representative

San Rafael—Quite a few of our boys are returning from the service and reporting in. Among the most recent arrivals are Mongovan of the Pt. Arena district, Henry Dole and Mel Hamilton of Santa Rosa, Clarence (Lefty) Albertoni, who has been out there all the time and returned with the rating of Chief Bos'n Mate. Also an airmail from George Tusso, old Cat Skinner, that he recently passed through Nagasaki and he said paper descriptions do not half describe the damage that the atomic bomb did.

We find Kemball-Freethy on their subcontract cementing the spillway on the Conn Valley Dam requiring about three weeks of pleasant weather in order to finish. Brother Abernathy is the master mechanic on this job. E. E. Lowell on his contract with the road around the lakes, is in the same position on completion. Brother Shackelford is now keeping his equipment together.

Jewell in Business

Our old brother, Glen Jewell, is in business with his brother in Napa running the Western Auto Repair Service. Any brothers in that vicinity driving jalopies bent at the knees might drop in. Piombo Bros. in this vicinity are in pretty deep mud. Brother Joe Zannati is doing a good job repairing equipment. Siri in Santa Rosa has his equipment scattered all over the four counties on all types of work. Brothers Norris and Joy, who have been recently under the doctor's care, keep the bolts tightened up on this job. Contractor Moritti of Petaluma has several of our members working in that vicinity. Brother R. Bordessa doing his repair work.

Plan Spring Work

We find Brothers Mills and Girding getting Raisch's equipment into shape for some of their work lined out for this spring. Tom Connoley is now pulled off the Dam with the exception of a few pieces doing miscellaneous work in this vicinity. Sam Fratto, the master on this job with a couple of other brothers, wading in pretty deep mud at their headquarters now established at Oakville. From my last observation, they will need some barges to float this equipment out. The Basalt Rock Co., San Rafael, have shut down their night shift but are starting their double shift at the Napa end. Brothers Pat Donohoe-Gibson - Krantze - Boudreaux are working on the San Rafael project repairing. We find C. M. Syar working a small crew when weather permits. Brother Hughs in charge of the shop with Triplett-Weekly-Rader helping out on the repair end.

Doings Here and There

Parrish Bros. are practically in the same boat at Benicia. Brother Paul Lukasko is the master being assisted by Wagner-Rutledge and Fay Lacey who is down Belmont way on a little job they have there. Spaletti of Santa Rosa has run into a lot of difficulty on the sewage job owing to bad weather. Brother Oldaker keeps all the equipment buttoned up for Spaletti. Brother Deck Huntington seems to keep reasonably busy in the San Rafael vicinity with his equipment. We find his brother, Fred, out on the Pt. Reyes district doing very well. He has with him as his oiler and assistant, this little fellow, Chas. Humphrey, that we hear Fred fished out of Tulare Lake a few years ago floating down stream. Fred feels a moral responsibility and will probably look after this lad the rest of his life. Fred has Brother Bond doing his repair work. At the Pt. Reyes Gravel Co. we find Brother Dick Gudgel repairing and running, assisted by several other members. At the Ruoff Saw Mill at Lagunitas under

contracts with Local 3 and employing several members with D. D. Jones, nut-buster. Tom Rush of Mill Valley has the majority of the equipment in the South land leveling. Brother Jim Hewitson remaining in the shop doing the repairs. Brother Chas. McHaffey and his brother recently returned from the service, have purchased an 8 and a 6 and have got them unwound and are working in the North Bay area.

Job on Boat Ways

R. J. Clifford has a job putting in a boat ways at the Pt. Reyes Lifeguard Station. This job should last another couple of months. In Vallejo, Healey and Harrelson have quite an extensive pile-driving job at Mare Island fixing up berthing facilities for the submarines. We understand that the contract for the highway out of San Rafael leading to the North County line will be up for bids on the 12th if the State Engineers don't change their mind again. Also the Proctor Dam, ten miles above Napa on the Silverado trail, will be up for bids on the 11th. This is going to be one of the largest earth filled dams ever let in Northern California.

Have a few unemployed members in all offices of the North Bay but feel that if and when we get some decent weather that this slack will be absorbed. Extending to each and all of you my best wishes for a Merry Christmas and a prosperous and successful New Year.

P.S. Brothers Fred Jensen and Lew Pitts just dropped in the office this date advising that they are coming into Marin County to go into the general contracting business especially on fills and excavation. I wish these boys much success and feel that they will meet with close co-operation with other contractors in this vicinity. With 27 years experience behind them, we feel that they will not have a great deal of trouble. They are establishing an office and yard at 931 2nd Street, San Rafael, Calif.

Service Men's Wives Picket N. York Paper

New York City
Representatives of the WIVES, a national organization of servicemen's wives, took over the picket line at the New York Daily News recently.

The line, which was set up more than a month ago by the Veterans Committee against Discrimination, is in protest against the anti-Semitic sentiments of John O'Donnell, Washington columnist for the News.

Mitchell has auto court

Brother Delmar N. Mitchell has taken a withdrawal card and is operating an auto court in Gold Hill, Oregon. The name of the court is Locust Court, and we wish him lots of luck. Any of our brothers who are in that locality, drop in and see him.

Heavy 'mists,' plus delays on jobs keep many idling in Sacramento territory

By F. A. LAWRENCE (Sacramento)

CHET ELLIOTT (Farfield) and BILL WAACK (Marysville)
Business Representatives

Sacramento—Work is almost at a standstill in this territory. We have over 100 members listed as out-of-work.

Bonadiman & McCain at Washington, California, are now running just one shift. They have about 20 members working there.

J. R. Reeves Company are still going at Lincoln and have several small jobs around town.

Yolo Development Company are still going two shifts on their land leveling job near Walnut Grove, but they have taken off a couple of cats. We understand they are moving down to Merced soon.

River Pines Development Company have some work around Hood at the present time.

Sign Agreements

We have a signed agreement with Sharp & Fellows and Wm. A. Smith Company. They have about three members working at the Sacramento Signal Depot.

Markwart Company has the contract for the construction of a warehouse at 14th and R Streets. The low bid was \$36,668.00.

A. Teichert & Company was awarded the contract for the improvement of roads adjacent to Arden Park Vista (Sacramento County) with a low bid of \$61,364.34.

Central California Construction Company was awarded the remodeling job on the old Post Office Building at 7th and K, Sacramento.

Levee Job to Parker

H. Earl Parker of Marysville submitted a low bid of \$51,948 for the levee enlargement of the west levee of the Sacramento River and Slough Levee of Sycamore Slough, 2.5 miles above Fremont Weir to Sycamore Slough out-fall-gate.

Bids are being received until December 5th for the 4.1 mile grading, paving, etc., job for the construction of the new Freeway Structure in North Sacramento, between North Sacramento Viaduct and ½ mile east of Ben Ali, Sacramento County. This job will provide quite a bit of work for the Engineers.

Moore & Roberts, Truett-Fisher & Shields, and Wilkins Dray Companies are still working at McClellan Field.

As was reported in our last issue, Leo Lentz continues to keep busy. He has a job going on near Natomas.

M. A. Jenkins will probably be finished with his Eye Street Bridge job by the time this issue reaches you.

Frederickson Brothers were low bidders at \$527,735.48 on the Solano County Road job.

Hold Up Folsom Dam

The proposed Folsom Dam job is held over until after July 1, 1946.

The Belyea Truck Company job at Camp Kohler is shut down completely, with very little hope of opening up again.

Natomas Gold Dredging Company is now organized by Local 3, and are negotiating a Union agreement. We expect this to be completed in the very near future.

All members employed by any Gold Dredging Company are requested to notify this office.

Adds to Jeep Fleet

A. W. Stanfield has just received three new Jeeps, which brings his fleet of Jeeps to six. He has three cats and carryalls land leveling in Yuba County and a seven push-cat.

Earl Parker sent two dozers to the Slide at Scotia this week. He has just started his Knights Land-leveling levee job and when weather permits, he will add more equip-

ment to this work. He is also doing a levee job at Nicholas.

To Let Bridge Job

The two and one-half million dollar Yuba-Marysville Bridge job will be let on December 12th. We expect the preliminary work on this job to furnish quite a bit of work for members of No. 3.

Test holes are now being drilled at the site of the foundation for the Bidwell Bar Dam at Bidwell's Bar.

Bishop has completed his pile-driving job on the irrigation canal at Nelson.

M-K wound up their levee job at Colusa recently.

Brother Charlie Lloyd, who has been pushing equipment for Lester Rice, took a trip back to Utah to visit with his folks over the holidays.

Marshall Hanrahan expects to complete his grading job at Camp Beale on or about the 10th of December. Some of the equipment is going back to Redwood City and the balance will remain in Marysville.

Leveling Operators!

Any operators on Land Leveling work out of Oroville, Auburn, Lincoln and Live Oak area should report to the Marysville Business Representative of their activities regarding this type of work. This will be of vital importance to the members of Local 3.

Parker's \$300,000 North San Juan-Downieville job has, at the present time, seven rigs, under the direction of Brother Perry, clearing a right-of-way. When weather permits, we expect a considerable number of Local 3 men to go to work on this project.

Brother Nick Gavrilko is back from the Seabees. He received his discharge on the 15th of November. Some of the others who deposited their cards during November are Wm. A. Cooper, Marvin Wilson, Erwin Meyer and Ralph Plummer. We're glad to see them back.

We received a letter from Pvt. Richard L. Wheeler during the month. He is stationed at Camp Beale, and wants to know what is going on in the construction line. Also received was a letter from Pvt. G. Petersen, who is serving in the Pacific.

P. G. & E. Workers!

We are requesting any member who goes to work on the P. G. & E. powerline job from Davis to Willows to notify either the Sacramento or Marysville office.

The next meeting of the members in the Sacramento and Marysville districts will be held at the Sacramento Labor Temple, 8th and I Streets, December 16th, 1945 (SUNDAY) at 8 p.m.

There is to be another meeting of all Land Leveling Employers SUNDAY, January 6, 1946, at the Clark Hotel, 2 p. m. Request your employer to be present at this meeting.

The Sacramento Office will remain open on TUESDAY evenings from 7 to 9 p.m. in the future.

To each and every brother we extend the wish for a Merry Christmas and more prosperous New Year.

Huge jobs loom on projects at Keswick, Shasta

By E. A. HESTER
Business Representative

Redding—Bids on quite a volume of new construction work are being opened or to be opened in the near future. It is estimated that they will run into seven or eight million dollars. A large portion of this work will be on Keswick and Shasta Dams. Specifications and plans are completed for a \$150,000 resort development at what is known as the Bridge Bay on Shasta Lake. Information has been released that bids for this work will be called for within a month.

A. A. Tislaw and Son were awarded the Seaman Gulch culvert job for \$124,722. The work is situated on highway 299 about twenty miles north of Redding. Plans and specifications of an underpass on Gold Street in Redding are completed. This job consists of about \$150,000 worth of work.

Projects Listed

The following is a list, giving estimated cost of post-war projects to be done in Shasta County:

STATE HIGHWAY PROJECTS

- (1) Cottonwood - Anderson Highway, \$157,000.
- (2) Fall River - Dana Highway, \$247,000.
- (3) Palo Cedro-Bella Vista Highway, \$101,750.

COUNTY PROJECTS

- (4) Dersch Road, \$183,150.
- (5) Churn Creek Road, \$55,800.
- (6) Whitmore Road, \$174,000.
- (7) Fern Road, \$64,800.
- (8) Fern Road to Maxwell Road, \$20,880.
- (9) French Gulch Road, \$231,000.
- (10) Pitville Road, \$4238.
- (11) Redding Platina Road, \$420,000.
- (12) County Office Building, \$125,000.

SEWER CONSTRUCTION (City Line and Treatment Plant)—Work contemplated, plans and specifications are being made by Henry A. Ross, city engineer, for the construction of 4000 ft. outfall sewer, mechanically cleaned bar-screen; pre-aeration tank with grease-flotation skimmers, 2-primary sedimentation tanks, 2 digesters; one control house; one gas holder; and 4 sludge beds, in Redding, California.

Approximate quantities of work involved:

- 4000 lin. ft. 30" sewer pipe
- 2500 cu. yd. excavation and grading
- 600 cu. yd. concrete
- 61,000 lb. reinforcing steel
- 9000 sq. ft. sludge beds.
- Estimated cost, \$135,000.

Gold Mining Looms

The Gold Mining Industry continues to grow. Five or six new mines are opening up in Trinity, Siskiyou and Shasta Counties within the next few months. There are at this time about ten in operation. We are making some progress in the Gold Mining Industry.

The following service brothers have come home from the Pacific: Willard Duncan, S. N. McBroom, W. W. Ross and F. E. Gilbert.

I regret to report that Brother Vernon A. Blunt passed away at his home on November 22. His death was caused from a heart ailment. Brother Blunt leaves a wife and five little children ranging from 7 days to nine years old.

Just Flu Away

On a moss-grown tombstone was found the following:

"Here lies my wife, Samantha Proctor:
Who ketched a cold and wouldn't doctor,
She couldn't stay, she had to go—
Praise God from Whom all blessings flow."

Highway jobs, variety of other projects due soon to provide San Jose work

By M. G. MURPHY
Business Representative

San Jose—When bids were opened in Sacramento at the Division of Highways, November 28th, Earl W. Heple was found to be the successful bidder on a bridge and two underpasses for the new Bayshore Highway, totaling approximately \$340,000. I understand work is to start immediately on these projects. Additional bids on the grading and paving of eight miles of Bayshore, between San Jose and Ford Road will be opened December 12. No doubt by the time you read this we will have all the information on this job.

Bids also will be opened December 21 for the new Davis Dam. I was very pleased to hear that they had definitely decided to do this job, as there will be considerable work on this project for us.

There are quite a number of small projects under construction in this locality such as buildings and factories. The fact is that Santa Clara County is expanding very rapidly and fast transforming from an agricultural district to an industrial center. The latest company to announce its intentions to locate here is the Monarch Match Company which will erect a quarter-million dollar factory on Monterey and Tully Roads.

Moffett Field Report

As you know by now, Fredrickson & Watson were the low bidders on the new concrete runway which is approximately 7500 feet, also the new taxiways and other necessary facilities. Excavation started on this project two weeks ago but you know, brothers, what hell and havoc heavy rains can play in the progress of a job, and we certainly have had our share this past week, so would say that the job is practically at a standstill at the present time. I have often wondered what will happen to some of our contractors when Moffett has really completed its construction program. In the past year we have had, and have at the present time, such well known contractors as Everist & Kiewit, E. T. Haas, Union Paving, Carl N. Swenson, Raymond Concrete Pile, Pittsburg-De Moines Steel, Granite Construction, Peter Kiewit, Fredrickson & Watson and L. C. Smith (and possibly more than I have failed to mention) working on this project in different capacities. Union Paving have just about completed their job. Raymond Concrete Pile are progressing nicely on driving the piles for the foundation of the new wind tunnel. Pittsburg De Moines (with the help of Brother Billy Solden and M. Pless) are segregating and laying out some of the steel for the supersonic tunnel. However, as yet there is not much activity as the foundation must first be completed.

Work Lags in South

Work in the southern part of this district is practically nil with the exception of small jobs which are being done by local contractors in the respective localities such as Watsonville, Monterey, Salinas and King City. Last week I investigated reports of some activity at Camp Roberts but upon investigation, I found the reports to be erroneous.

There are a few land leveling jobs under operation in this district at the present time, and it is expected that there will be more of this type of work in the future. Some of the contractors doing this work are Karstedt, X. Carrithers, Ed Songroth and some of our own brothers who have purchased tractor equipment since their return from the service.

Permanente Status

I have received information (not yet confirmed) that Permanente Metals may resume the operation of one furnace in its magnesium plant after the first of the year. As yet the new agreement has not

been signed. This agreement may not be consummated until around the first of the year or shortly thereafter. As many of you know, Mr. Morton (attorney for Kaiser Co.) is a very busy man and at the present time is somewhere in the East and the signing of the agreement will be held up pending his return.

News of the Brothers

Brother Forbes L. McCain, also his wife, have recently returned from the service. Brother McCain served about 30 months in the South Pacific. He is now back at the old grind and working for Fredrickson & Watson at Moffett. . . . Brother Ishmale Rusconi, who served overseas in the European theater and was badly wounded, is now out of the service and prepared to resume his former occupation. . . . Brother N. H. Southworth of Tres Pinos was recently discharged from the Navy and is also ready to go back on a "Cat." . . . Some more of the brothers who are also sporting ex-servicemen's buttons are Red Overton, Red Bosley and Wm. C. Smith. All of these brothers were in the Seabees. . . . Some of the "Old Timers" will be interested to know that Brother Harley Davidson, C.P.O. and his wife are back in this country. Harley has been discharged from the Navy after spending 35 months in the South Pacific. His wife who is a First Lieutenant in the Nurses Corps, served in the European theater. At the present time, they are both visiting in Southern California where they are getting a well-earned rest.

Well, brothers, this is about the extent of my report. In closing, however, I sincerely wish each and every member, and his family, A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR. My Christmas as well as many others' will be made happier I know in the knowledge that many of our members who last year were overseas, are now home with their families, and my only hope is that before another Christmas rolls around, all of the boys will be back and that the world will REALLY be at peace. As for the new year, let's stick together (we need our unions now as never before) and let's make 1946 a banner year for ALL.

Profiteers Run True To Form; They Chisel On Artificial Limbs!

Washington, D. C. The freedom of free enterprise to gyp America's war heroes by conspiring to fix the prices of artificial limbs was challenged by the U. S. Dept. of Justice in indictments returned against 75 per cent of the industry charging violation of the Sherman anti-trust act.

Among the charges involving a trade association, 45 corporations and 34 individuals are in conspiracy to set high, unreasonable and non-competitive prices in bids to the U. S. Veterans Administration; prevent charitable institutions from making artificial limbs available free of charge, and impeding and discouraging development and improvement of the utility and comfort of artificial limbs.

What's doing in the Oakland office

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

Oakland—At this time the business agents and the Oakland office force in the Oakland office take the opportunity to wish all the members and their families a Merry Christmas

and a Happy and Prosperous New Year.

To those who have loved ones away from home in various parts of the world, still finishing up their part in the fight for democracy,

we all join in hoping they have a speedy return to their families and friends, so that the coming year may be brighter and happier for all.

Agreements Signed

During the past month agreements have been signed with the following:

Albany Block and Cement Works of Albany.

Ernigh and Bashaw Motor Company, of Rio Vista.

Intrusion Prepaht Inc., of Chicago.

Robert M. Olson of Stockton.

Getting around the jobs

The W. A. Bechtel Company and Pacific Pipeline Construction Company are busy in the Concord area installing gas service.

Intrusion Prepaht of Chicago have two members employed on their Southern Pacific tunnel job at Point Richmond.

Paris Brothers are doing a small job at Vallejo. Brother Tom Lowry is running the 10B.

Ernigh and Bashaw of Rio Vista are using their truck crane setting

up oil derricks in that district.

The Austin Company, which has been engaged in maintenance and repair work at the Dow Chemical Plant in Pittsburg for the past five years, is now working on an extensive program of expansion.

Macco Construction Company is busy around Rio Vista building access roads to the gas wells being drilled in this area.

Robert M. Olson of Stockton has a shovel operating in a burrow pit

at Brentwood. Brother Pat Azevedo is operating the rig loading material for sub grade for the Sheldon Oil Company job at Bethel Island.

At the present time it looks as though the McGuire and Hester job at Castro Valley might be finished by the first of the year.

Swinerton and Walberg Company, whose job at the Fibreboard plant at Antioch has been progressing very well, expect a shut down for a couple of weeks until additional plans are available.

Lord and Bishop have finished their bridge job at Rio Vista and Sheldon Oil Company is now building the approaches.

There is considerable activity in the Walnut Creek and Orinda area at this time with several of our members being employed building roads and leveling land for new homesites.

Brother Norm Brown is employing approximately eight members at his quarry in Rio Vista. Brother

Mike Hathman is steward on this job.

Weather Obstacle

Due to weather conditions, activities on the Fairfield job have been curtailed considerably, with the crushing plant being shut down completely at the present time. There are still over two hundred Engineers up there, however, on the M. K. and Stolte payrolls. Brother Roy Copley is Superintendent of Equipment, and Brothers Herb Anderson and Marion Rider are Equipment Foremen for Stolte.

News about the brothers:

Peterson Buys Bar

Brother John F. Peterson who was employed at Encinal Terminals as a crane operator has purchased the hotel and bar at Emigrant Gap. At the present time he is doing extensive remodeling and repair work but plans on being open for business the latter part of this month. Located ¼ mile off highway 40, half way between Sacramento and Reno. It is accessible year round, and Johnny says that those interested in snow sports

should be sure and get up that way.

Brother Edward S. Buck has taken over the Buck Richfield Station located at 3924 Grove Street, Oakland, and tells us he will be specializing in body and fender work.

Brother Lance Troxler, formerly employed at Prefab in Richmond, is now on the Stolte job in Fairfield where he is job steward.

After being laid up for some time with a bad case of blood poisoning, Brother Terry Fisher is up and about again and says he is feeling O.K. now.

Trying their hand at the construction game, Brothers John Kaufman, R. C. and Dennis Van Houten now have five members in their employ. We hope that they will be very successful in their undertaking.

Our Boys in Service

Brother Melvin Lambert has just returned from Hermosillo, Mexico, where he was employed by the Utah Construction Company. At the present he says his plans are uncertain, but is possible that he will take on some more foreign work in the future.

The Golden Eagle Service Station at 2822 Park Blvd., Oakland, is being operated by Brother

George Schafer. He is equipped to do motor tune-up, body and fender repair as well as tire and battery work.

Frank Malfatano, contractor and former member of Local 3, is opening "La Hacienda," a dine and dance pavilion on the main street of Pittsburg. Specializing in first class food and drinks, Frank invites any of you fellows to drop in when you are up that way.

Doesn't Pay to Be a Civilian!

Beaumont, Texas.

Pfc. Anson John Manuel of Ville Platte, La., after 5½ years in the army, reenlisted here, announcing: "I have to work too hard for too little money as a civilian."

Manuel, who apparently has missed all those newspaper stories about the luxurious lives led by workers, said he could make more money as a private, with food and shelter furnished, than if he were earning 65c an hour and having to pay room and board out of it.

The first Louisiana man to become a qualified army paratrooper, Manuel asked for foreign service, preferably in Germany.

Labor Men Join Party Going To Look at Poland

Detroit, Michigan

A mission left Detroit recently for Poland to cement Polish-American friendship, strengthen the organization of war relief and further mutual trade relations to expand employment in both countries.

Three of the four men in the mission are unionists. Sen. Stanley Nowak, Democratic minority leader in the Michigan upper house, and State Rep. Vincent Klein in the lower house are both members of Detroit unions. Pres. Anthony Kar-Karczmarzyk of the Kosciuszko League of America belongs to the American Federation of Teachers. The fourth member is Education Director Henry Podolski of the Polonia Society, a Polish-American newspaperman.

The mission will return late in January. Among the trade prospects is a possible order for 100,000 American trucks for Poland.

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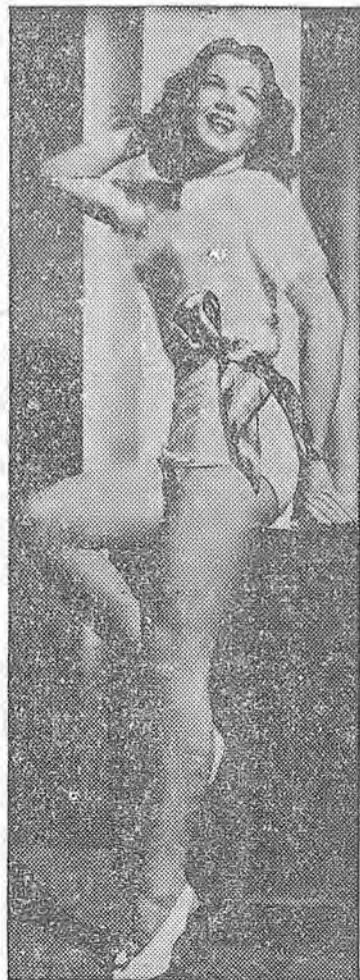
Santa Claus Is Awfully Good For Retailers

Detroit, Michigan

The advertising handout of the Detroit News has this information on Santa Claus (italics ours):

"Next to mother he's the best friend that children AND RETAILERS ever had. You can make Santa's job—and mother's shopping—easier by telling your Christmas story in the News."

TRAITOR: Any California doctor advising a change of climate for his patients.



GOOD NEIGHBOR—One argument in favor of the "Good Neighbor" policy is Josephine Hipple, a native of South America. She is heard on the NBC serials, "Today's Children" and "Ma Perkins."

Frick Back on Job

When Brother Robert Frick joined the Navy in late 1942, he was assigned to the U.S.S. Nevada and remained with that ship for over three years. A Machinist Mate 1/c, he took part in the invasions of Normandy, Southern France, the Marshall Islands, Iwo Jima and Okinawa. Discharged on November 24th, Bob has taken a transfer to Local 12.

Attached to the Air Corps when he first entered the service in August 1942, Brother John Kassau was later transferred to the 1307th Division, Army Engineers, and with this outfit saw action in the Pacific. He has now received his discharge and is ready to go back to work.

Brother L. S. Hasha is another member who has just been discharged from the army. Formerly employed with Macco Construction Co., he spent one year in New Guinea and the Philippines. Wounded twice, he was hospitalized for two months overseas and on his return to this country spent an additional five months in the Menlo Park hospital.

News Is Praised

In referring to the Engineers News, Preston Marr, another brother who has just gotten back, said: "Sometimes it was as much as a month late, especially when we were in India, but we always

Our boys in service

Brother Swen Danielson has deposited his service withdrawal. A chief petty officer in the Construction Battalion, he was in the Aleutians for 18 months, on Saipan two months and for the last eight months he was stationed at Okinawa.

A gunnery instructor in the 262nd Squadron of the Air Corps, Brother Earl Hvall has just received his discharge after 29 months of service.

got it and everyone, members or not, sure did enjoy reading it." Attached to the original B-29 Group, Preston was in India for a year and spent eight months on Tinian. Formerly employed at Moore Dry Dock he is now enjoying a good rest before getting back into harness.

Another recent visitor to the office, Brother Orville H. Rakestraw, has just returned from 27 months spent in the South Pacific. He operated crane with the Port Construction Engineers and participated in two D-Day landings, one at San Antonio, Luzon and the other at Tacloran, Leyte.

Brother Joseph Lyons, who was overseas for 21 months, stopped in on his way East. Employed in Utah at the time of induction, he says he plans on having a nice long vacation at his home town of Bernard, Iowa, before resuming work.

Marine Men Back

Several of our members who have been serving in the Merchant Marine have returned during the last month. Among them is Brother Max Ross, who spent eight months on a shuttle run between the Philippines and New Guinea. Brother Frank Cain, who spent 1½ years as a Second Engineer, says that during that time he was everywhere from Alaska to Australia. After being overseas for nearly three years with the Merchant Service Brother Paul Jones still likes foreign places and in the future is planning on going back to the South Pacific on construction work.

Other members who have received their discharges recently include George Thomas who was with the Second Marine Air Wing, Harry D. Ramsey, Crew Chief with the Army Air Corps, who participated in Anti-submarine patrol off the Pacific Coast and Florida, L. W. Straight, MM 1/c on the U.S.S. Yellowstone, Ray Rookard, who

went through France, Belgium, Holland and Germany with the U. S. Army Engineers, and Charles Ramsey, who was wounded while with the Infantry on Okinawa, and spent three months in the hospital on Guam before being sent home.

Call For Mail

We are holding unclaimed mail for the following members: J. E. Gravett, George W. Martin, Harold L. T. Davis, Joe Fonseca and Willard C. Gibson. Anyone knowing their whereabouts kindly contact this office, 2217 Webster Street, Oakland.

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Dredger news

(Continued from Page 3)

the Leslie Salt Company. Brothers Charles Smith, Knute Iversen and Otto Holm are the levermen with Al Cardoza and Don Sutherland as deckhands. Otto Holm is acting skipper. The Mallard has left Mare Island and I haven't learned where they went. The following members comprise the crew: Brothers Herman Shumacker, Joe Gomes and Ted Krassowski are levermen and Frank Dutra and Ed Wuorinen are deckhands. Brother W. W. Hutchinson is skipper while Brother Russell Passmore is on an extended vacation.

The Roberts Island Dredging Company's dredge Roberts Island No. 1 has just finished a repair job and has moved somewhere up the river where they have several small jobs.

The Associated Dredging Company's dredges Liberty No. 3 and Curfew were at Benicia at the last report and the No. 1 was still in the yard at Pittsburg.

Plenty of Clamshell

There seems to be plenty of clamshell work at present and there are a lot of rumors that there is plenty of suction dredge work coming up, but somehow they don't seem to get started on it. We are hoping that it will get started soon.

Round-up of the news from Utah

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

From Salt Lake:

It seems in the past month that Brother Van Winkle has been spending a great deal of his time in Wyoming in behalf of Operating Engineers Local No. 3 and the International Union so that Brother Casebolt and myself have become traveling business agents. Brother Casebolt has been doing his best to look after the office in the northern part of the state and the west and northern part of Wyoming.

I have been trying to look after Salt Lake City, Provo and the Southern part of Utah. The work at this time is not too plentiful as I will relate in the closing paragraph, but Business Agents have never been busier and, brothers, if I haven't seen you on the job, I only trust that the shoes don't wear off the lizzie until I get there and if you haven't seen me recently you will in the future.

Men on Rail Work

We have quite a few men working on the railroad from Montana to the Southern part of the state of Utah for Morrison-Knudson and the Utah Construction Company.

On the Leichfield Housing job on 21 South and 26th East, we have four Backhoe crews and two Cat crews and the job is going along nicely, 100 per cent union. Utah Construction Company's Airport job at Panguich, which I visited on November 26th, was closed down the next day due to frost and cold weather. They have 18 inches of frost in the ground and are now tied up until spring. I also visited L. T. Johnson job at Price, Utah. It is going along 100 per cent union. The weather is very cold down there and it might close down at any time.

Utah Construction Company job on the Bingham Hill is still running with one shift. It is also cold upon the hill.

We have several local small housing jobs that are going along very well.

The Sears Roebuck job is running on a small scale.

The Devils Slide new cement job closed down a week ago due to bad weather but looks as though it may open for work again soon.

—T. L. CLARK.

A couple of months ago I mentioned that the Utah State Road Commission had announced that over \$2,000,000 worth of road work would be let in the near future and at a meeting of the Associated General Contractors, held in Springville, Utah, December 3, 1945, the same commission announced that \$19,000,000 worth of road work would start soon and spread over a period of years.

I wish to call the attention of members and the public that we have been getting promises and lip service from the road commission and that is all. Not one single job has been let nor have any jobs been advertised for bids. This is a quiet winter and if we do not have some action on the part of the road commission soon the contractors will not be able to get started until late summer.

Report Slack Period

There is little work at present with a general slackening up and we are on the down grade with quite a few of our members out of work. Spring, however, will bring considerable work in Wyoming and for the Reclamation Service. During the past month the Building Trades Council, of which we are a part, has signed six agreements with major contractors who hire

engineers, thus furthering our efforts to organize this state. We are at present as Operating Engineers negotiating separately and collectively with a number of contractors who do work in four states. Negotiations at this time are proceeding very favorably and I believe will be concluded some time during the month of January.

Morris Knudsen Pact

I have at this time Morris Knudsen counter-proposal on my desk awaiting signature. This I have held up pending negotiations with the Associated General Contractors in that state. While their agreement is not entirely unsatisfactory, it still does not meet the approval of the Operating Engineers.

During the month I have spent considerable time in Provo and Ogden as well as visiting some of the more outlying districts. While the jobs are scarce and far between, the ones we have are in good condition.

"In Old Cheyenne"

Brother Van Winkle has been spending a larger portion of the month assisting our sister local in Cheyenne in securing an agreement with wages and working conditions which are satisfactory. I believe Brother Van Winkle has done an outstanding piece of work and deserves our highest praise for securing wages and working conditions in an oil refinery which the Operating Engineers have never enjoyed before. His work in general through the oil fields, the construction industry and the coal mining industry entitles Brother Van Winkle to a vote of thanks.

Utah Copper Beefs

At the present time we are experiencing some anxiety over our job at the Utah Copper Company, Bingham Canyon open pit mine. We have been overshadowed by threatened strikes of the CIO. We have been threatened for the past 90 days and the strike has never materialized and it is this writer's opinion that they do not have the intestinal fortitude to pull the job. The Operating Engineers as well as other A. F. of L. groups and the Railroad Brotherhoods are not in the least sympathetic to their proposed program, neither do we wish any piece of them nor their proposed attempts at organization. We have experienced raids on the engineers at Bingham Canyon and we have had this same CIO group go through two picket lines established by the Building Trades Council and if they feel that they can in any way secure our cooperation, they are sadly mistaken.

About Picket Lines

While it is not the intent or the purpose of this writer to request any engineers to go through a picket line that may prove injurious to his person or to his family, it is our intention to let them stand and fall alone. And I wish to say, feeling as far as the Operating Engineers, we have had many meetings between the Utah Copper Company and the Grievance Committee of Local 3, and the working conditions of our existing contract are progressing satisfactorily, and along this line we have no difficulty with the Utah Copper Company. We, however, have opened the question of wages and have disagreed, we will have further negotiations in the future on this subject.

Injuries Reported

We are very regretful to announce that Brother Thomas Morefield was injured while working for the Bechtel-McCone and Parsons Company while working on their job, about 20 miles west of Grantsville, Utah. At this time Brother Morefield is convalescing from the

injury at his home at Mountain View, Idaho. We trust Brother Morefield will soon be back with us raring to go.

Another serious accident which occurred in the Bay Area was to hear that Ralph Wall, Machinist 1/c was seriously injured in an automobile accident in Oakland, California. Mr. Wall is convalescing at the Oak Knoll Hospital in Oakland. Mr. Wall is the son of our good Brother Tom Wall, who is known to most of our membership and it is with extreme regret we have to make this announcement.

We regret to announce the death of George Jensen Skinner of Ogden. Brother Skinner passed away in Weber County on November 4, 1945 and we request that the charter be draped for 30 days mourning for our departed brother.

Note to Veterans

To our returning veterans of the war, I am very happy to announce that many of our brothers who gave their time and services to their country will now return to civilian life. We are very glad to welcome these brothers home and we are sure that their friends and families also rejoice. Our only regret is that many of our brothers who are also in the service have not been afforded the opportunity to be home this Christmas, and to those that have not been able to rejoin us and are still in the service we wish to extend our appreciation for their efforts in behalf of our country and wish them a MERRY XMAS wherever they may be. And it is the desire of this writer also to wish our officers and all members and the loyal office staff throughout our district who have served us so faithfully through the past year, a MERRY, MERRY XMAS AND A VERY HAPPY AIND PROSPEROUS NEW YEAR.

—C. L. CASEBOLT.

From Provo:

Although we have notified all the members living in the area served by the Provo office of the change in address of the Provo office, for the benefit of those who do not live in that area or who may have been, inadvertently, not notified, the new location will be Room 5, the Labor Temple, 45 North University Ave., Provo, Utah. Room 5 will be found upstairs and is the last office in front, to your left. At the present writing we are having a little argument with the telephone company about our telephone number but I am sure that it will remain the same, that is Provo 630.

While the change in address will cause us all some inconvenience, I am of the opinion that the new location will prove just as convenient in the long run, in fact it will prove in some ways, more convenient. It may as well be confessed that we did not move just to be moving but moved with reluctance due to the insistence of our landlord on our signing a long term lease, which we did not care to do.

Likes S. F. Meet

During the past month I had the distinct pleasure of attending a meeting of our Executive Board and a regular meeting of our Local Union in San Francisco. This is an opportunity that not many of us have in Utah and I am sure that you will be interested in my impressions of both meetings. The occasion was caused by being invited by our Business Manager, Brother Swanson, to go to San Francisco to confer with him on

the many problems confronting us in the intermountain area.

The membership can rest assured that the Executive Board, that they helped elect, is conducting the affairs of our local union in an efficient and businesslike manner under the able leadership of Business Manager Swanson. The meetings of the local union are more than well attended, well conducted by President Clancy and a lot of business of interest to our membership is disposed of in a democratic manner.

Utah Copper Co.

During the short time that I was able to be in Utah during the past month I represented the local union and our members employed by the Utah Copper Co. at Bingham Canyon before the Non-Ferrous Metals Commission, which met in Salt Lake City. The issue before the commission was the payment of travel time pay, which the commission had directed the company to negotiate with the unions, the company having refused to accede to the very modest requests of the unions.

The company very definitely showed an unco-operative attitude and absolutely refused to abide by any decision of the commission unless, if you can imagine the gall of it, the commission ruled in their favor. And labor unions are being called unlawful! The commission very properly, I think, refused to continue the hearing. What the decision of the commission will be, in the face of the discontinuance of many of the war boards, I do not know.

The workers of this country, including our returning service men and women, are entitled to a better and greater share of our country's prosperity. In fact, if the workers don't get proper consideration of their rightful wage demands there won't be any prosperity for any of us, including the large corporations. A strike at the Utah Copper Co. will probably be the result, if the company doesn't recede from its obstinate attitude.

Spring Prospects

While it is true that I have been busy, for the most part, during the past month on an assignment out of the state, I have managed to get around the area to some extent. Work remains about the same with some reduction in the total amount of employment due to the advent of cold weather, not an unusual thing in normal times. There seems, at this time, little likelihood of any great amount of work starting up before Spring, although one or two jobs may break. For instance, I am informed that the steel pipe line on the Salt Lake City Aqueduct will be let some time later this month but how soon it will get started I have not heard. I do know though that prospects for early next Spring are more than good and our members should keep in good standing because they will need their membership next Spring.

Plan for Future

The membership in the Provo area are entitled to know that my assignments away from the area are due to your officers taking a long range view of the present situation. We are planning and working for the future. Your future and the future of the local, both of which, by the way, are intimately tied together. Every move that we are making, every step that we are taking, is made or taken, to improve your opportunities of earning a livelihood and to improve your wage scales and conditions.

Work in Wyoming

During the past month I have been assigned by orders of Busi-

ness Manager Swanson at the request of General President Maloney to assist Local Union No. 401, of Cheyenne, Wyo., in their negotiations with the Frontier Oil Refining Co. and, although it has taken longer than anticipated, an agreement has been reached that I believe is the outstanding labor agreement in the oil refining industry.

Agreement Provisions

Included in this agreement is a very liberal vacation allowance (12 days a year with pay), five days sick leave with pay, real seniority, a fast, rapid grievance procedure, a substantial pay increase and many other good features which space doesn't allow me to mention. The attitude of the Frontier Oil Refining Co. is entirely different from that of the corporations mentioned above, this company is willing and anxious to extend to their employees some of the benefits of its increased prosperity.

If ever in Wyoming or Colorado I know it will be appreciated by your brother members in Local 401 if you keep an eye out for the "Rarin'-To-Go" signs. It's darn good gasoline, the best, and is manufactured under closed shop conditions by brother members of the International Union of Operating Engineers.

In conclusion allow me to extend to each and every member and his family the sincere good wishes of my wife and I that each of you enjoy the Merriest of Christmases and that the year 1946 proves to be a most prosperous and Happy New Year.

—C. R. VAN WINKLE.

Reno

(Continued from Page 4)
this fall as he could have completed his hot plant mix in seven days. While I was there Mr. Cram had about 10 days grading left, this was mostly on shoulders on runways. At this time I wish to state that Mr. Roy Cram has been 100% with me in regards to the Operating Engineers and that the Reno office wishes him continued success in all his operations.

Nevada Agreement

I would also like to inform all brothers in Nevada that not only after the Nevada Chapter, Associated General Contractors, signed their agreement with Local 3 and Local 12, but long before we had splendid cooperation with the contractors of Nevada and I do wish to give thanks to their Labor Negotiation committee, consisting of Mr. Frank Frandsen, President; Mr. Charles Hill, Secretary & Manager; Mr. Ernie Maupin, Mrs. C. V. Isbell and John Isbell. May our friendly relationship be as good in the future as it has been in the past.

The California State Highway Commission will open bids on a portion of a highway from Doyle to approximately 7½ miles northwest. This will be a new realignment of highway and will be a good job.

H. E. Saviers is building a new \$200,000 warehouse in Reno, with Earl Games doing the excavation, and Brother Bill at the "controls".

Life's Little Problems

It remained for Mr. Freiman to discover the most important difference between a newspaper and a radio: You can't wrap a herring in a radio.

Mr. Freiman also tells about a woman who went to a butcher shop to buy a chicken. The butcher asked, "Do you wanna pullet?" The woman answered, "No, I'll carry it."

News from the San Francisco office

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

San Francisco—Much of our time has been taken up in the past three weeks with negotiations being carried on with the San Francisco Building Material Dealers Association and Waterfront Derrick Barge Operators. We are attempting to consummate these agreements as rapidly as possible so that any wage increase which may be arrived at may be enjoyed by our members as soon as possible.

Several construction jobs are still in progress in the area, although the same old yearly story, that is wet weather conditions, have slowed down and in some instances stopped most of the work. At Hunters Point, Gerwick-Morrison & Traits are still busily engaged upon their contract for the navy. Raymond Concrete & Pile Company are still driving piling on both jobs at the Point. American Bridge Company is still waiting with all of their steel available and on the job to proceed with the erection of a large building, also a large craneway.

Barrett & Hilp's building job is temporarily held up awaiting completion of the pile driving work. Eaton & Smith are almost through with their excavating job—probably another two or three weeks will complete this project. Robertson Co. have two large crane jobs, two rigs are now working on this job. Healy & Tibbetts have two jobs still in operation, one at Lincoln Way and the other on Napoleon street. Both of these jobs have considerable work for our members.

Along the Waterfront

With the exception of the steve-

doring, there is absolutely no activity due, of course, to the Machinists strike and at this time there seems very little possibility of it being settled until the National Conference, which is now in session at Colorado Springs, arrives at some set policy for wage increases. A recent conference was held in Spokane, Washington, dealing with the Pacific Coast Master Shipbuilding agreement, but very little action was taken at the conference due to the fact that wages could not be discussed as they are being placed as No. 1 on the agenda at the national conference at Colorado Springs starting December 4th.

Considerable difficulty is being experienced by our members in collecting unemployment insurance, especially those who were employed in the shipyards that were closed down by the Machinists strike. The attorneys for the State Federation of Labor are working on this case at the present time and we would suggest that you contact this office and leave your name and address and state at which plant you worked in case you have not been able to draw your unemployment insurance.

With the Brothers

Brother George Baker, who has been a Chief Petty Officer in the Navy for the last two years, is now discharged and at home and ready to go back to work. Brother Cal Hogg, who also was a Chief Petty Officer, is out of the Navy too, and back home.

San Mateo County

The long awaited job on Belmont Airport was started last week

by the California Paving Company. This will eventually develop into a fairly large job.

Mills Field is finishing up and their new job probably won't get under way to any extent until about March 1. In the meantime other small work is going on, one or two days a week as weather permits.

Brother Elliott has been assigned to San Mateo territory and I have been working in the San Francisco area. Work in San Francisco has also been slow due to the weather. There are a number of small jobs

scattered around here and there chasing air compressors in various routine work in the city. There will be a big job advertised the 12th of this month, a reservoir job which should be fairly good winter work as it is high rock and sand. A few small water and sewer jobs are keeping men busy watching the air compressors.

Our meeting of December 1 was the largest meeting held since the war began as all of you brothers know that attended. This indicates that the Brothers are very much interested in their wages and

working conditions and is just the kind of meeting that we like to see. During the war, as you know, your officers and business representatives were handicapped a great deal in getting on the jobs and taking care of the grievances but things are gradually changing over to conditions as they were before the war.

This is the Merriest Christmas and the Happiest New Year enjoyed by the membership of our organization since we were elected to office and we want to wish every one of you the season's best greetings.

Tell your family These things about Social Security



1 That you have a Social Security account and that this may mean monthly insurance benefits for your wife and children if you should die. Or for your elderly parents if you are supporting them.

2 Where you keep your SOCIAL SECURITY ACCOUNT CARD.

3 Tell them also to Get in touch with the nearest Social Security Board Office in case of your death, and...

4 File their claims PROMPTLY so that they may not lose any of their payments.

Federal Security Agency
SOCIAL SECURITY BOARD

Daily report of awards for construction jobs

November 5, 1945

FAIRFIELD, Calif., contract awarded to C. M. Syar, \$6525, for improvements of Virginia Street between Contra Costa and Tuolumne Streets, in Vallejo.

RICHFIELD, Utah, contract awarded to R. N. Campsey Const. Company, \$68,050, for const. of 73 miles of power line in Garfield County, Utah.

SAN MATEO, Calif., contract awarded to L. C. Smith, \$7935, for asphalt concrete paving, concrete curb and gutters and sidewalks, etc., on 25th Ave., San Mateo.

SALINAS, Calif., contract awarded to John Pestana, \$13,855, for const. of the Sunstream & Westfield sanitary sewers in the district.

SACRAMENTO, Calif., contract awarded to Clifford A. Dunn, \$18,290, for construction of four culverts between Cornell and Stronghold in Modoc County, California.

SACRAMENTO, Calif., contract awarded to Close Building Supply Co., \$16.80 T., for furnishing 50 tons emulsified asphalt, F.O.B., Antioch, California.

SAN FRANCISCO, Calif., contract awarded to S. F. Water Dept., \$1936, for laying 6" cast iron mains in Elmira Street, S. F.

November 7, 1945

ALAMEDA, Cal., contract awarded to Central California Const. Co., \$7015, for construction of storm water pumping plant at foot of Grant Street, Alameda.

November 8, 1945

SACRAMENTO, Calif., contract awarded to Parish Bros., \$41,406,

for grading, surfacing, etc., in the City of Benicia.

RICHMOND, Calif., contract awarded to Frank E. Young, \$1510, for grading and improvements of school grounds bounded by Panhandle Blvd., Sutter Ave., San Mateo Street and Placer Street, Richmond.

CONCORD, Calif., contract awarded to H. L. Ashley, \$9466, for const. of improvements to existing sewage disposal facils., Concord, Calif.

SAN FRANCISCO, Calif., contract awarded to Clinton Const. Co., \$3640 for repair of damaged bulkhead, wharf, between Piers 9 and 15.

November 13, 1945

SACRAMENTO, Calif., contract awarded to A. Teichert & Co., \$61,364, for paving various streets in Sacramento.

SALT LAKE CITY, Utah, contract awarded to Reynolds Const. Company, \$24,880, for 0.55 mi. construction 2½" roadmix on Naval Supply Depot Road, between U. S. No. 91 and Clearfield Naval Supply Depot, Davis County, Utah.

CALIFORNIA POINT, Cal., contract awarded to Piombo Bros., \$40,985, for clean up, California Point Facilities, California Point, Calif.

November 15, 1945

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$51,948, for levee enlargement of west levee of Sacramento River.

NAPA, Calif., contract awarded to Joe Crocco & Co., \$5675, for

const. curbs and sewers in Pine Street, Napa, California.

OAKLAND, Cal., contract awarded to Freethy-Goegeberg, \$13,535, to John Pestana, \$28,173, for installing approx. 21,065 feet 4", 6", 8" and 16" cast iron water mains in Contra Costa and Alameda Counties, Calif.

November 14, 1945

SOLEDAD, Cal., contract awarded to Stolte Inc., \$5458, for construction foundation for elevated steel tank and for installing 8" and 10" cast iron pipe in Soledad, Monterey County, California.

DEER CREEK, Calif., contract awarded to O'Connor Bros., \$7500, for constructing fishway at Deer Creek, in Tehama County, Calif.

MARE ISLAND, Calif., contract awarded to San Francisco, Bridge, \$98,750 for furnishing and operation of a hydraulic suction dredge for the removal and disposition of dredged material from Mare Island Strait, Mare Island, Calif.

MARE ISLAND, Calif., contract awarded to Healy-Harrelson, \$769,000, for reserve fleet berthing facilities, construction of reinforced concrete open pier and construction of timber dolphins and catwalks, etc., at the Navy Yard, Mare Island.

November 19, 1945

MERCED, Calif., contract awarded to Ray Kreuger, \$16,000 for construction of four bridges in Merced, Calif.

SACRAMENTO, Calif., contract awarded to A. A. Tieslau & Son, \$124,072, for construction of reinforced concrete arch culvert and 0.8 miles roadbed to be graded and

surfaced with plantmix surface on crusher run base at Seaman's Gulch, about one mile west of Ingot, Shasta County, Calif.

SAN FRANCISCO, Calif., contract awarded to Ocean Constructors \$18,313, for removing timber wharf and shed structure, including piles on Mission Rock off end of Pier 50, S. F., Calif.

November 26, 1945

VALLEJO, Cal., contract awarded to Stolte, Inc., \$0,257, for construction drainage pumping station and appurtenances, including pumps and accessories, Vallejo, Calif.

REDDING, Cal., contract awarded to Wixson & Crowe, \$6120, for construction 78 foot timber bridge on conc. abutments and piers on County Hwy. 9½ miles east of Millville in Shasta County, Calif.

SACRAMENTO, Calif., contract awarded to McGillivray Const. Co., \$9073, for paving, etc., on San Jose Way, between 8th and 11th Aves., Sacramento.

November 27, 1945

SAN MATEO, Calif., contract awarded to A. S. Dutra, \$27 per cy. for dredging approximately 8000 cubic yards material at Coyte Point, Yacht Harbor, San Mateo County, California.

November 29, 1945

MOFFETT FIELD, Calif., contract awarded to Fredrickson and Watson Const. Co., \$1,446,454, for grading and paving runway, etc., at N.A.S., Moffett Field, Calif.

BRYCE CANYON, Utah, contract awarded to Utah Construction Co., \$11,043, for construction of section-

al steel watch bldg., etc., septic tank, sewerage system and drainage field, walks, a dug well, etc., and misc. related work in connection with establishment of control quarters for airway communication station at Bryce Canyon Landing Field, Utah.

BRYCE CANYON, Utah, contract awarded to Utah Construction Co., \$8300, for construction of lighting system and facilities at Bryce Canyon, Utah.

November 30, 1945

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$2928 for asphalt concrete paving, etc., of Lathrop Ave., between Tunnel and Wheeler Aves., S. F.

SAN FRANCISCO, Calif., contract awarded to Healy Tibbitts Const. Co., for repairs to south fender, Islais Creek Bridge.

SAN FRANCISCO, Calif., contract awarded to Leo Epp, \$47,377, for additions to Aptos Jr. High School, S. F.

REDWOOD CITY, Calif., contract awarded to C. F. Parker, \$63,190, for construction Washington Elementary School, Redwood City.

December 3, 1945

SAN JOSE, Calif., contract awarded to MacDonald, Young & Nelson, approximately \$500,000, for construction of the J. C. Penney Bldg., San Jose, Calif.

December 4, 1945

REDWOOD CITY, Calif., contract awarded to L. C. Jensen, \$44,988; Edw. Keeble, \$61,632, for street improvements in various streets in Redwood City.