



Monthly NEWS LETTER

OPERATING ENGINEERS LOCAL UNION No. 3

VOLUME ONE, NUMBER THREE

SAN FRANCISCO, CALIF.

May 12, 1943

Green rules on Engineers on ships' trials

American Federation of Labor

April 23, 1943.

Mr. William E. Maloney, President, International Union of Operating Engineers.

Dear Sir and Brother:

I herewith reply to your letter dated April 20th.

The American Federation of Labor recognizes the jurisdiction of the International Union of Operating Engineers over the operation of ships on trial trips until said ships are turned over to the owners, let it be the government or private owners.

The International Union of Operating Engineers is one of the organizations engaged in the construction and operation of ships until said ships are completed and turned over to the owners. Ships are not completed until they have met all trial tests in a satisfactory way and are turned over to their rightful owners.

It is for this reason the American Federation of Labor recognizes the jurisdiction of the International Union of Operating Engineers over ships requiring the services of Operating Engineers while being constructed and while being submitted to trial tests before being turned over to the owners of said ships.

Fraternally yours,
WM. GREEN,
President
American Federation of Labor.

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Meany urges sharp cut in retail food prices

Washington, D. C.—Warning that the prices of food have "reached a point so high that the future of our war effort is most seriously threatened," AFL Secretary-Treasurer George Meany called upon President Roosevelt to order the Office of Price Administration to roll back retail food prices "within a definite, specific period of time" to the levels of May 15, 1942.

In a nationwide radio broadcast Mr. Meany branded price control in regard to food "a miserable failure."

Vice-president Carter acknowledges cooperation

May 1, 1943.



O. W. CARTER
Fifth Vice-president

Mr. Victor S. Swanson,
Bus. Mgr., Local No. 3
Room 309, 1095 Market Street
San Francisco, California

Dear Sir and Brother:

I am thanking you and the members of Local No. 3 for your attendance at the meeting of all metal and building trades crafts having members working in Pacific Coast Shipyards, which was held in Portland, Oregon, April 21, 1943.

The purpose of that meeting was to call to the attention of our people what is being done by the National Labor Relations Board at the Kaiser Shipyards in Portland at the present time. If the Board's efforts are permitted to become successful, the same plan will be carried to yards in the California area.

Therefore, we consider it vital that this matter be taken up with our Congressmen in Washington, D. C., so that they may not be confused on the issues involved, which mean so much to the American people at this time.

I am very glad to praise the foresightedness of Local Union No. 3 in getting out that fine news letter through which you will be able to keep your members posted at all times as to what is being done both for and against them.

Again thanking you for your loyal cooperation, I am,

Fraternally yours,
O. W. Carter
Fifth Vice-President

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Richmond yard to set up new L-M committee

A government investigation going on at the Richmond Shipyards accounts for so many of the members receiving notice of over payment of wages, at some time or other. Some of the claims are over a year old.

Yard 3A, now called Yard 4 has a new labor management Committee to be setup in conjunction with the other Committees now functioning.

(Cont. on Page 6, Col. 4)

Candidates for officers named in union meet

The regular meeting of May 1st, included the nomination of Officers of Local Union No. 3 for the ensuing two years.

One of the outstanding features of the meeting was the presence of one of our hero Brothers, directly back from the battle of the Aleutian Islands. This was Brother Batchelder; and he gave us a most interesting talk. I am sure we all greatly appreciate what our brothers in the service are doing for us here at home.

Coming back to the nomination of officers, it developed that there is opposition for only one executive office. Brother Paulsen, who had qualified as a candidate for Vice-President very graciously declined the nomination. Also, and as graciously, Brother Nevers, who had qualified as a candidate for the office of Treasurer, declined the nomination in favor of the incumbent, Brother Porter Vandewark.

The Executive Board of which there are five to be elected, six qualified and were nominated.

An Election Board of five was elected in accordance with our Constitution. The following Brothers were elected: Jack Foster, Robert Smith, Otto Nevers, Joe Walthers. The fifth position resulted in a tie Between Brother Dee Steiwar and Lee Patters. By flipping a coin, Brother Patters was declared the fifth member of the Election Board.

In accordance with our Constitution, even though there is no opposition, a ballot must be sent out to each and every member in good standing.

In conclusion, may I say that I am proud of the fact that there is only minor opposition against any of the incumbent officers. One would naturally expect that in an organization of this size, every office would be bitterly contested. Therefore, I can only arrive at one conclusion: that our membership is satisfied and that the Officers of Local Union No. 3 are doing a good job! I am sure that each Officer appreciates the confidence placed in him.

As for myself, I consider it a rare privilege and an honor to be allowed to be the lone candidate for the office of

(Cont. on Page 6, Col. 1)

Oakland reports on shipyards, jobs, members

Brothers Al Clem, Harry Metz and Ed Doran, business representatives working out of the Oakland office, report:

Building work slacking off

Construction work in this area is slacking off considerably. The two major jobs are Camp Parks, which is being done by the McNeil Construction Co., and the Concord Airdrome, which is being constructed by Harms & Larson and Piazza & Huntley Companys.

We are glad to report at this time that the complaints from the Camp Parks job are not so numerous as in the past. Brother W. B. "Bill" Covington is Assistant Superintendent on the job.

Brother Leo Spiva is foreman of excavating and general grading. Leo says he is going into the chicken business, so he might not be a bad fellow to look up if you feel like having a chicken dinner.

Brother A. F. "Art" Swanson is in charge of sub-grading and finishing. Art says he sure will be glad when the rains are over for the Gumbo on this job gets plenty sticky. Brother Geo. Brooks is foreman in charge of the barrow pit, shovels and draglines.

Brother R. T. "Ted" Moore is foreman of pipe line excavating and back filling, also foreman of the Iron Workers and riggers, but Ted says he gives them a good break. There is approximately a hundred thousand feet of trench and back fill connected with Ted's portion of the job.

Brother L. C. "Whitie" Norman was cleared to the job as foreman in the last two days. Brother Bob E. Snodgrass is foreman of the cat shop. Brother Willard C. Riley is foreman on the night shift of the cat shop.

Dale Ensminger is foreman of the welding shop. Brother Mark Jenkins is foreman of the shovel crew. There is approximately fifty of our Brothers working in the shop at this time. Brother Jim Addington and Freddie Valadon are acting as stewards on the job. There is approximately 160 members on this job at this time. They anticipate starting seven, ten-hour shifts on the 3rd of may.

The Concord Airdrome is on single shift operation at this time. There is approximately fifty members working there.

May we suggest that you record the number of all your ration cards—gas and food—and put in a safe place. This will help you immensely if your books are lost or stolen.

A couple of the old time members have left for service. Brothers Buck Hope and Lynn Moore.

Radich and Brown have approximately seventeen members working on their job at the Naval Supply Base.

Brother Glenn Parrish has left for a job in Costa Rica.

Kaisers Upton Plant is being expanded. Brother Dick Little is in charge of the plant. Eight members are employed there.



Business Representatives Ed Doran (left), Al Clem and Harry Metz of the Oakland office.

We are happy to announce at this writing that we have moved into our new quarters in Oakland, which is located at 2221 Webster Street. Every one seems to be well pleased with the new quarters, especially the office staff.

Any brother passing thru the East Bay will be welcome to stop in and inspect the new quarters and get acquainted with the representatives.

Brother Ed Doran, as many of you know, is working with Al Clem and Harry Metz in the Oakland area. Brother Doran is policing the Yards along the estuary and the construction work in Alameda. Ed says this is a great country if he could just find a home to live in.

Brother Harry Metz, who is your representative in the Yards, has just returned from accompanying Brother Swanson on a trip to Portland in the interest of the Brothers who are employed in the shipyards.

Harry reports it was a very constructive meeting, well attended by representatives of all metal trades crafts.



New home of Oakland office.

We are proud of Brother Leslie H. Cluck. He has been working since June 1, 1942 and has never been late or missed a day.

Brother Elbert, Crane operator, employed at Moore's West Yard, is bed-ridden in the Providence Hospital.

He received a serious back injury Easter Sunday at 9:40 A. M., when he was hit by the boom, which was caused by a broken job.

We wish him a speedy recovery.

Harry Metz, business representative covering the shipyards in this Area, has been a busy man, showing Doran the ins and outs of Shipbuilding. Harry has been very helpful in getting passes and other credentials for the yards on the Estuary.

Pacific Bridge Co. have knocked off the Graveyard shift. This change has put a few of our men on the out of work list, but we hope to have most of them on other jobs shortly.

Al Clem, your business representative in the Oakland and also President of the Contra Costa Building Trades Council, has been active these past few weeks attending meetings concerning the War Manpower Freeze Order.

Geo. Mailer, oiler at Stolte job has been disabled for a few weeks having lost his thumb in the machinery, but is back at work now.

Stolte job in Alameda is going along fairly well. From the looks of the lake around the shop after the last rain, there is a fine site for another shipyard.

Baker Bros. have moved their equipment to Sacramento. From the looks of satisfaction on the "skinners" faces they are glad to get out of that mud hole. So good luck fellows. You won't find any mud at Sacramento!

Howard "Benny" Benninghoven has gone to war with the Sea Bees. Benny has been working with the government for the past few years on fortifications.

Some things you ought to know

Excerpts from the "Working Rules.

No Engineer shall leave his job without giving his employer forty-eight (48) hours' notice, unless he places a Union Engineer of Local Union No. 3 on his job or has notified the Business Representative, on penalty of a fine of Ten (\$10.00) Dollars.

No member of this union shall break-in a Non-Union Engineer, Fireman or Oiler without written instructions from this Union on the penalty of a Fifty Dollar (\$50.00) Fine.

Any member before taking another member's place on a job shall consult the Business Representative of this District.

No member shall be permitted to operate more than two (2) pieces of equipment in any one day, and only one change will be permitted per day.

No member shall work on a job with a Non-Union Engineer, Fireman or Oiler without reporting to his Local.

Any member while acting as Foreman or Superintendent shall not be permitted to operate any equipment.

All members shall wear the Quarterly Button in plain sight. Any member giving away or lending their Quarterly Button shall be fined.

There shall be a Union Apprentice or Fireman on all Traction Type Hoisting and Excavating Equipment, on all Asphalt Plants, Concrete (Mixing) Plants, and all Crushing Plants and Truck Cranes.

It shall be mandatory upon all members of Local Union No. 3 to keep a complete record of all time worked, both straight and overtime; also compensation received. Failure of any member to comply with this subjects him to a fine or suspension by Local Union No. 3.

Any Engineer who goes to work on a job that requires an Apprentice, Fireman or Oiler on the equipment he is to operate and work without one, will be fined, Firemen's or Apprentices' wages for each hour he works without one.

Any member or members of the Operating Engineers, Local Union No. 3 who attempt making any private or separate agreement without the consent of the Local Union will be fined and removed from the job.

Heafy & Moore in Alameda have five members working and should be about finished. This is another one of those jobs where the work would be easier if you could make those "cats" swim. C. C. Speck, E. A. Reese, W. L. Ferguson, Walter Block and Ed Fenske are working on this job.

Ray Taft, a member 3 mechanic, had the misfortune to break his foot on April 21. He was employed on the Gerwick, Healey and Tibbetts job in Alameda. They were wrecking an old dock and a timber rolled on his foot.

Murphy says things quiet down his way

M. C. Murphy, Business Representative, working out of the San Jose Office, reports:

San Jose—We are still looking for some good news in regards to the jobs which I mentioned in my last report to the "New Letter." Understand the government has appropriated the money for the new road out of McQuade which will tie into the new Santa Cruz-Watsonville highway, giving a fast exit from the camp in case of emergency.

Johnson Drake and Piper have just about completed their job on the Hollister Air Port as far as we are concerned. This will be just another link in the chain for the destruction of the Jap menace which has hung over the heads of we Californians ever since I was a kid—and that's a long time.

Santa Cruz is very quiet with the exception of the Quarry job at Davenport and a small amount of street work in the city proper. Watsonville will have some activity in the near future as Fredricksen is preparing immediate resumption of operations on the air port which will help to alleviate the congestion of unemployment in that locality.

I understand Pomeroy has a small job in Watsonville but there is not much for the engineers. Any brother going to work in that locality may procure his clearance from Irene at the Teamster's office—9 E. Lake Street, Watsonville. I must say we are very fortunate in having the cooperation of the Teamsters and other crafts in that part of the district.

Monterey: Casson & Ball are rapidly nearing the goal post on the airport job. De Ameral has a small extension job at Camp Ord, also Granite Construction. You may see them at any time or any place with their truck cranes. The Twin Bridge Job at Castroville is nearly completed and lets hope it stays put this time. Maybe the third time will be a charm.

Salinas is quiet since nearly all the work on the air base is completed. King City is on the same par and the same goes for Mitchell, Liggett, Jolson and Roberts. There is a small housing program going on at San Miguel which is in 12's territory. Permanente at Natividad and Moss Landing are still operating their two and three shifts and going along nicely.

San Jose itself is very quiet with the exception of some small jobs. Haven't heard a word recently in regards to the often rumored air base and highway job. Maybe one of these days I'll have good news on these projects and when I do, I hope to have some of the "Old Gang" who worked on Permanente, Camp Ord, Clayton, Roberts, McQuade and other projects too numerous to mention, back again.

Pomeroy and Heple are still working on the two hangars at Moffett Field and there is talk that they may get two more. The job is going along very smoothly since Pomeroy arrived on the scene. Pittsburg De Moines are still working on

(Continued on page 4)

SAN RAFAEL REPORTING ON JOB PROSPECTS

H. O. Foss, Business Representative working out of the San Rafael Office, reports:

San Rafael—Atchinson & Sinfred are doing some government work at Fort Barry. They have a few members employed at the present time, but may need some more help . . . N. M. Ball has the contract for the Underpass at the Foot of the Waldo Grade . . . **Cliff Rounds** has his ¼ yard Northwest on the job along with a couple of cats so it should wind up in about 60 days . . . Frederickson & Watson's job is going good and is about half finished; however we hope for some extensions . . .

Several things, including shortage of material is holding up the Truett-Shields & Fisher bridge job at Napa . . . Expect some highway work to be let between Vallejo and Napa . . . **If** information received is reliable, the Napa Airport Job should get under way by May 15th . . . Brother H. B. "Scarbelly" Addington, *the boy who packs your trout in snow* is going to be a Sergeant in the U.S.E.D. Brother Addington has been running shovel for Syar the past six months and raising "geese" on his farm at Cordelia, between shifts . . . **The "Lakeport"** job we have heard so much about is in Clear Lake—IDAHO and started April 1st—hope to have something to report on Lake County, in the future.

Everything about as usual, Eureka district reports

F. T. Shipman, Business Representative of the Eureka Building Trades Council, reports on the Eureka District:

Eureka—Everything is about as usual in this district. No new jobs started except the Naval Base access road and this is mostly a truck job. Two cats, a Maintainer, and one large and one small roller, is the total force of operators on the job. George Hardwick, one of the old timers is on the Maintainer.

The Crescent City Airport is still working a small crew but have nothing definite on the extension as yet.

Mercer, Fraser Co. have increased their crew considerably as they are doing some extensive Coffey Dam work at the Dry Docks. They have two and three Drag-Lines at work all the time, also several pile driving crews.

The Chicago Bridge and Iron Co. are steadily adding to their force as well as to their equipment. They just added another large Crane, a Lima, and Bro. Robert Barnard came in with it.

Think Foreman Bro. "Bill" Goetz is getting ready to ask for an assistant (of the fairer sex) as I seen him shoveling out his office today.

Treasurer Vandewark reports Local 3's War Chest Funds, Explains WMC job freeze order

P. E. VANDEWARK, Treasurer & Business Representative working out of the San Francisco Office reports:

San Francisco—The War Chest donations have been completed and the moneys turned over to the agencies in the various localities, which are as follows:



P. E. VANDEWARK
Local 3's treasurer

San Francisco	\$6,678.09
Oakland	3,050.06
Sacramento	1,638.48
Stockton	355.40
Fresno	227.80
Redding	392.80
Vallejo	641.80
San Jose	532.80
Salt Lake	388.05
Ogden	252.00
Reno	340.70
Eureka	170.10

\$14,668.48

A total of \$14,668.48 was donated, and I wish to thank each and every member for their splendid cooperation in this worthy cause.

Considerable confusion has resulted in this area from the so-called "McNutt order" of freezing jobs, but as usual the newspapers did not convey the true facts, and as a result confusion existed.

In the first place the McNutt order does not apply to the eleven bay area counties, due to the fact that a voluntary stabilization plan was already in effect in the Shipyards, and therefore exempted this area.

But, a stabilization plan is being placed in effect in this area upon voluntary industry wide basis, which mean that within the construction jobs a plan will be worked out where our members engaged in such work, and because of the nature of such work, will be given occupational cards and therefore when finishing a job upon which they are presently employed, and given a proper clearance, may be employed upon another job within our jurisdiction, at either a lower or higher wage scale than was received upon previous job.

As far as shipyards are concerned the same plan is in effect as has been since October 1942, with the exception that a War Manpower Commission form of clearance must be used instead of the former individual shipyard clearance.

Work in the San Francisco area has slacked down a great deal with only two construction jobs of any importance left in operation. Namely, Hunter's Point and Marine Base. Of course there are a few smaller jobs scattered about town employing a few Engineers.

The shipyards, Bethlehem, Western Pipe and Steel, Matson, General Engineering and Marinship, are still ordering crane operators and oilers. If you brothers know of men wishing to go to work as oilers in the shipyards send them to this office and they will be taken care of in one of the various yards mentioned above.

At present time all hiring for Alaska jobs has been temporarily stopped due to a government order, but it looks as though some order will be forthcoming so that they will again start hiring men for Alaska.

San Francisco has number of good dredge jobs

Jack Foster, Business Representative in charge of the Dredgers; working out of the San Francisco Office reports:

Out on the Pacific

Out on the Sea

There are several good dredge jobs Waiting for Thee . . .

Dredgemen are needed for work here on the Bay . . . come in, or send your Buddy in . . . Good Pay! The companies are in need of Deckhands. It is steady work and the transportation is furnished from the East Bay district. Any one who can handle a boat can have a job! Call at either office; Oakland or San Francisco.

The Dredgers working at Hunters Point are on an "around the clock" basis, digging the greatest Dry Dock on the Pacific Coast. The Olympian Dredge Company has the contract to dig to the depth of ninety (90) feet, at low tide.

The Dredgers Neptune, San Pedro, and Palmer, are working at Hunters Point . . . The Golden Gate Dredge moved into Stockton for the Pollock Shipyard . . . and the Hydraulic Dredging Company's Dredge Papoose is working at the Naval Supply Base and will complete job in the near future.

MONTHLY NEWS LETTER

published by
**OPERATING ENGINEERS
 LOCAL UNION No. 3**
 of the International Union of Operating Engineers
 Northern California
 Northern Nevada
 State of Utah
 Grant Building, 1095 Market Street - Rooms 309-313
 SAN FRANCISCO, CALIFORNIA



FACING the FACTS With PHILIP PEARL

The Government of the United States is using its strong right arm to prevent inflation while its left hand is busily engaged in creating inflation. This is the bitter and paradoxical truth which faces the workers of our country today.

It's time to quit pulling our punches and expose the facts. Not out of a desire to be critical, but in an effort to be practical we must speak out.

The harsh truth is that the Office of Price Administration has failed dismally in its duty to control prices and has never made the slightest effort to roll back prices in accordance with the instructions given by President Roosevelt in his executive order.

The blame for this failure rests in the first place on Prentiss M. Brown, OPA Administrator. Mr. Brown, however, may not be entirely at fault. Let's look at the record.

Mr. Brown, a former Senator from Michigan, was appointed to head the OPA after Leon Henderson had resigned under pressure. We did not consider Mr. Henderson an effective price administrator but the record shows he was active enough in his job to incur the displeasure of powerful business interests who resented any Government interference with their determination to charge whatever the traffic would bear for food and other necessities of life.

Much of the criticism of Henderson emanated from a group in Congress who a self-appointed spokesmen for business interests. This Congressional bloc made Henderson's life miserable with constant caterwaulings against the shortcomings of OPA. The newspapers, always alert in the defense of their advertisers, played up the attacks on Henderson and helped to run him out of office.

As his successor, the President chose a lame duck Senator who had loyally supported Administration policies. Thus the appointment was considered political. But the real political nature of the appointment was the fact that it was intended to appease the Congressional critics of Henderson's price control policies.

Naturally, when Brown took office he felt he had a mandate to butter up to the high-pressure opponents of price control. He made the rafters ring with denunciations of inflation and assailed wage increases with all the vigor of a Texas Congressman to the delight of the tory press. At the same time he proceeded to relax ceilings on prices wherever and whenever the business interests involved howled loudly enough.

In other words, Brown sought to become popular with the profiteers. In that way he thought he could take the heat off the OPA.

To carry out his objective, Brown appointed assistants who represented private business interests and ignored the protests of the labor members of his advisory council.

The result has been a continuous procession of price increases accompanied by an equally serious deterioration in the quality of the products sold.

Thus the OPA has betrayed the interests of the American people and has injured the nation's war effort.

The workers of America find themselves caught in a fatal squeeze. The Government has placed rigid ceilings on wage increases, even where the increase in the cost of living makes pay adjustments necessary to enable workers to get along. At the same time the Government has by devious and hypocritical methods lifted the lid on prices, especially food prices. Many basic articles of food are now away out of reach of the American worker's pocketbook.

This situation calls for action. It calls for a complete overhauling of OPA policies. It calls for a stern directive from President Roosevelt to arrest the runaway cost of living and to roll back prices to where they belong.

It is doubtful where Brown is the man to do this job. It is doubtful whether he can accomplish a complete about-face and save face. The people of this country have lost confidence in the OPA during his administration.

Labor's position is clear. It wishes to avert and prevent inflation by any and every possible means, even if it hurts. Labor is willing and has been willing to accept strict wage stabilization. But it insists that wage stabilization be accompanied by strict price stabilization. Otherwise, the workers of this country will consider themselves double-crossed.

GUARDIAN OF SHIPBUILDERS

(To Harold Meuser)

It's time that tribute should be paid to one
 Whose role in building ships not many know;
 From laying keel until the job is done,
 He is the star who makes or breaks the show;
 Alone he sits above the building ship
 'Mid cables, levers, guiding monstrous crane;
 With care he watches every load—one slip
 Might mean a score of fellow-workers slain!
 The massive weight appears to bend the boom,
 The craneman grins and nods that it's "O.K."—
 No guesswork now, else it might spell the doom
 Of all who stand beneath the load's grim sway;
 A craneman perhaps has an unsung role,
 But in shipyards he's the ace in the hole!

—A. F. Lemes.

★ ★ ★

RAISE THE BOOM

By R. O. Stevens

Manotowoc Operator, C. B. & I. Co., Eureka

I get up in the morning and put on my tie
 Because I run a crane for the C. B. & I.
 She has a nice cab and plenty of room
 A super charged diesel and a long, limber boom.

She has wide tracks with compound gears,
 She's made damn simple for simple engineers.
 I open up the door with a little bit of pushin'
 I let down the glass and sit down on my cushion.

I kick off the brake and then sit and look
 While the boys on the ground bait the hook.
 They tie on a load that sure is a bear,
 And I begin to wonder if I'll ever get it in the air;

But I tickle Old Maggie and she begins to cackle,
 I never saw such a load on so light a tackle.
 I open up the throttle and look at the boss;
 He rolls his eyes and makes the sign of the cross.

He looks like a man that is used to hard knocks,
 But he quivered in the belly, and he shook in the hocks.
 He made a little motion—I could take my choice,
 He couldn't raise his arm and he had lost his voice.

But I threw in the friction and the boom bowed down,
 The load didn't come but my tracks left the ground.
 So I boomed a little higher, I'll swear she was leaning back,
 And I felt a little sea sick 'til the earth came back.

Now, I've handled more levers than Carter has pills,
 But that little piece of iron gave me the chills.
 But I kept on going 'til she landed high and dry
 On that certain little spot away up in the sky.

"I knew I could do it," said the boss to a rigger,
 "When he lets down the line, I'll give him one a little bigger."
 So they tied it on, and it puts us to a test,
 But she went into place just the same as the rest—

—**Because** Americans are all builders and we work with a grin,
 It's Uncle Samuel's secret weapon, it's Hitler's mickey fin.

POEM BY PAT

By Pat Furnish,

Bucyrus Operator, Eureka

Now that winter time has gone
 And birds begin to sing,
 And young man's fancy turns to love,
 As we feel the breath of spring;
 Us old coots have not a choice but to
 Spend our evenings home,
 And read a headline or perhaps,
 To write a little poem.
 Well, anyway, the time has come,
 It surely would be worse;
 We old guys have no romance,
 Except at writing verse.
 Do we dream of bees and birds and trees?
 As we rest our weary backs?
 You bet your cockeyed life we don't,
 We dream of income tax.

Murphy's report

(Continued from page 3)

the wind tunnel and have good prospects of getting another. Raymond Concrete Pile are driving the piles for the hangars. Vernon Bellah and Harry Root, a couple of old timers, are the operators.

Received a card from three of our boys in Edmonton, Alberta. They are headed for the frigid North on the highway job. Dave Hancy, R. B. Murry, J. M. Longwill, C. G. Stubbe, Allison, O'leary and Thompson all went back up North.

Received a letter from Stanley "Steam Boat" Guttormsen. He is in the Sea Bees at Dutch Harbor. Fran Bell was in the office the other day. He looks swell in his navy blue "Sea Bee" uniform. Says he will soon be a C.P.O. Understand Harley Davidson is back in this country again but haven't seen him as yet.

Provo states work goes on about as usual

T. L. Clark & H. L. Spence, Business Representatives working out of the Provo Office, report:

Provo—The work in this area continues about at the same pace as noted in my last report. No new work of any size has started and employment remains about at the same level. No particular demand for men is anticipated that cannot be supplied from among the local members who are unemployed or who will be unemployed in the regular progress of the work.

At Cedar City the work is progressing nicely with all the work of our organization covered by members of our local. No need of any additional men is anticipated in this area. There are two companies at present operating there, the U. P. M. Construction Company and the Utah Construction Company, both of whom are under agreement, and both of which are going along 100%.

In the Price area some of the work is starting to finish. Hunt and Franzden have finished at Horse Canyon and have moved out their equipment. Bates and Rogers have completed the Coke Ovens at Sunnyside with the exception of a few odds and ends.

The Utah Fuel Company has agreed to operate their construction work with union men and obtain their men through the regular union channels. Adjustments upwards were obtained in the scale of wages being paid and cordial relations is expected with this company from now on.

Housing projects in their area are about completed with some of them being occupied. Some grading and street work remains to be done but the present crews will be able to do all this work.

There is an interesting illustration of the old adage, "you can lead a horse to water but you can't make him drink" in connection with these houses. Now that they are finished the coal miners won't rent them, claiming the rents are too high.

The Geneva works of the Columbia Steel Company is progressing nicely with some turnover due to change in the type of work being done. The job is well up out of the hole and the major portion of the excavating and grading has been completed. Some of the equipment is already being released, however, and brick work remains to be done necessitating a large number of cranes and a great deal of steel, heavy machinery hoists.

The job at Ironton should be in production by September. Most of the housing in Utah County is being built union and some of our members are being employed in the excavation and grading for them as most of them have full basements and require streets and sewers to be run in.

Sacramento office reports on wide variety of jobs in area

F. A. Lawrence, Business Representative working out of the Sacramento Office reports:

Sacramento-Marysville—Since our last report, the A. Teichert and Son job at Antelope got going and with the cooperation of our Manager, B. S. Swanson, Business Representative L. M. Collett, who was working here at the time, and Steward H. S. "Dilly" Clark, this job was straightened out.

This was done by removing several members of other locals who were working without clearances and a machinist, working as master mechanic, who was replaced by Brother George Augusta. There are 69 members on the job at present and there is about two more weeks of work left.

The Auburn Hospital job at Auburn is getting under way. A. Teichert & Son are on the job with 6 cats and 1 dragline, working two shifts. J. L. Kruley and E. A. Van Valkenburg are doing the sewer and septic tank work. Stewards H. S. "Dilly" Clark and B. A. "Hard Rock" Johnson on the Teichert job and V. Upshaw for J. L. Kruley are doing a good job.

The contract was let April 28th with McDonald & Kahn being the successful bidders at \$1,800,000 for the first unit. At the present time we do not know just how much work there will be for the Engineers under this contract.

At McClellan Field, Moore & Roberts are getting started with J. R. Reeves doing the excavating. The A-D-H Company from Salinas will do the trenching and utilities. About 40 members are on the job at present. Brothers Bud Strand and Claude Young are shifting with Del De Rosier and C. R. Melton as Stewards.

The Pacific Pipe Line Construction Company came back into this territory and after stopping the job for a half day it was straightened out with the cooperation of our Manager, V. S. Swanson, and through the main office of the P. G. & E. All non-union operators and oilers, along with all of Andy Witt's equipment, were removed from the job and work is being finished by our members.

The Gravel Pitts are all about the same with the exception of Brighton Rock & Sand with whom we are having the usual troubles from time to time. The Del Paso Rock & Sand Company has been taken over by the Perkins Gravel with various adjustments.

Lord & Bishop continue to unload chrome in North Sacramento for the U. S. Government.

Teichert still retains several members at McClellan Field and Mather Field and Carpenter Company keeps a few men busy at Mather. At Camp Kohler Teichert is still doing a little work also.

Casson & Ball with several cats out at Rio Vista have replaced the Humphrey's

Dredging Company equipment. This was good news to our members and representatives.

Casson & Ball have also moved into the Pollock Ranch near Franklin with 5 cats. This job will furnish six or seven shifts for our members.

J. D. Schader at Antelope is doing the railroad work and using 2 crane crews and 1 compressor.

The Brown Corner job at Woodland, an A. Teichert & Son job for the Weaver Tractor Company, furnished work for several members.

Teichert & Son also have started a mile if new road from Highway "40" in to Camp Kohler.

The McGillivray Construction Company is completing the stripping at the 14th Avenue Pitt and Brother Harry Leighton has been added to their staff.

At the Fairfield-Suisun Airport Frederickson & Watson continue with several weeks more work and anticipate more in the near future. Casson & Ball have finished and are removing their plants. A. Teichert & Son have completed the concrete work but some leveling and finishing still remains. McDonald & Kahn have just about finished with the hangers, and the pipe lines and sewers are done.

At Lincoln J. R. Reeves have 1 dragline and 1 cat and there is one dragline at Nicholas bailing clay for the Lincoln Plant.

Proposed Work: Extensions at the Winters Airport, the contract for which is to be let May 5th. Additional runways at the Municipal Airport, with that contract coming up May 5th also. There will be some additional levee work on the Peters Track out of Dixon. And an additional runway at the Chico Airport is to be let soon.

At Camp Beale several members are still working for the Post Engineers. Hemstreet & Bell are doing a small amount of work.

In closing I would like to say to the membership in the Marysville, Chico, and Oroville District that since having been assigned this territory the lack of work and my recent illness have resulted in my being unable to spend much time there, so I am requesting that any member who wishes information or assistance notify the Marysville Office.

We are still holding checks from Polous & McEwen in this office for the following men: **George Clements, Doyle H. Colston, Charles Shannon, Allen Amer, Elvis Dill, and James Clerk.** We have been making every effort to contact these men and would appreciate information concerning their whereabouts.

Members cleared through this office during the month of April totaled 205. All members must get a clearance from the office when they come into this territory to work.

Tooele office will be closed after May 1st

Thomas D. Bryson, Business Representative working out of the Tooele Office reports:

Tooele—There is not much to report from this vicinity this month as most of the work is winding up here and not very much new work starting.

The Intermountain Company has just about wound up their work on the Tooele Ordnance Depot, except for about ten Cats and patrols doing some finishing work, they have been ordered to have their equipment off the aerie by May 1st, however they have considerable repair work putting the equipment in condition, this will keep several Mechanics busy for awhile yet.

The Patti-MacDonald Housing Project at East Tooele is just about finished, however it is reported that they may extend the project and build about two hundred more units, this is not certain yet.

The James I. Barnes Housing project at Tod Park south of Tooele is going along fairly good, most of the ground work is completed and a few of our members have been laid off there.

The Chemical Constructors have started on the road surfacing job at St. Johns and are using a few Engineers there, will probably use more after they get underway.

The Ford J. Twaits Company have a small job at these Dugway Bomber Proving grounds they are using a few engineers there, they also have several of our members employed at Windover where they are building an addition to the runway at the Bomber Training Base.

Bids are to be opened on about 11 miles of highway between St. Johns, this work involves considerable grading and graveling and we are hoping to put a few of our idle members to work there when it gets started.

We have decided to close the Tooele office on May 1st, as we feel that the work in this vicinity can be handled more economically from the Salt Lake office, I will visit the jobs regularly and try to take care of the brothers' needs the same as in the past.

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400,000 women to work in shipyard

Washington, D. C.—Four hundred thousand women will be working in American shipyards by the end of 1943, according to Mary Elizabeth Pidgeon, chief of the Research Division, Women's Bureau, U. S. Department of Labor. They are doing the jobs that men have done and they are receiving the same rates of pay.

SAN MATEO SAYS New industries getting foothold WORK HAS BEEN in area surrounding San Jose ON UP-GRADE

Pat Clancy, President & Business Representative working out of the San Francisco Office, reports:

San Mateo—Work in San Mateo County has been picking up considerably. The California Paving Company has had several small jobs. The Housing Project is getting under way, Rhodes and Jamison pouring concrete. There is quite a number of our members employed there at this time.

The Belair Shipyard has a large number of our members employed. We are still having a little difficulty over the difference between production wages and construction wages. Hope to get this matter adjusted in the very near future.

L. C. Smith has been doing a little hot stuff work and various other small jobs in San Mateo County.

There has been considerable work over on the Coast, the nature of which I am not at liberty to divulge at this time. Harms Brothers job is about ready to resume operation.

If the weather stays good there should be considerable work in the County. The county employees which are member of our Organization look for a little busier season than was originally planned.

The Macco Airport job is completed, the Hayward Building Material Company having moved their hot plant out. That is about all I have to report at this time regarding work in the County.

In the last edition of the Monthly News Letter, I wrote in my report regarding the Seabees. I want to state at this time that there was a large number of our members read that article, contacted me as they were about to be drafted, and most of them received very good ratings.

I don't believe I have heard of any receiving less than a Second Class Petty Officer. As you know that rating is equal to a Corporal or better in the Army, which means that they enlist at considerable above the Army wages and also that they do the work which they do in civilian life which, at this time, is badly needed by the armed forces of the United States Government.

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Swanson's report

(Cont. from Page 1, Col. 4)

Local Union Manager, of such a great organization as *ours*. May I thank each and every Brother for the privilege of again serving you! May our Local not only remain the largest within our International Union, but the best, so that when the 900 members now in the service return home, they will be proud of Local No. 3.

Before closing I can not refrain from thanking each and every member of Local Union No. 3 and members of all the branch Locals, for the consideration and loyal support you have given all the Officers, Business Agents, and Secretaries, employed in the various offices throughout our jurisdiction. If all of us work together we must succeed!

BROTHERS, CAST YOUR VOTE!
Victor S. Swanson.

New industries getting foothold in area surrounding San Jose

Wm. A. Speers, Business Representative working out of the San Jose Office reports on the Permanente Magnesium Plant.

San Jose — The operations of the Permanente Magnesium and Cement Plants, located in the hills surrounding the beautiful western slope of Santa Clara Valley have contributed materially to the increased population of San Jose and the several communities within a wide radius.

What has heretofore been an almost entirely agricultural area, is now assuming the aspect of industrial activity. Outstanding among these, including the Permanente Plants, are the Hendy Iron Works at Sunnyvale, engaged in the manufacture of marine engines, turbines, and auxiliary machinery for marine service; the Woolridge Manufacturing Company at Sunnyvale; the Pacific Manufacturing Company at San Jose; and the Anderson Barngrower, Division of Food Machinery Corp. These alone employ approximately eight thousand men and women, most of whom are new residents in these parts.

We are still confronted with a shortage of manpower in some of our industries, including the Permanente Plant, where all classifications of employment are covered under agreements with

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Construction work in Stockton at lowest ebb, representative reports

Wm. C. Waack, Business Representative working out of the Stockton Office reports:

Stockton—Lathrop Warehouses continue to be the center of attraction in San Joaquin County, Western Freight Handlers and Inc., have conceded that all crane operators, crane oilers and tractor operators in their warehouse operations are at the present and until the National Labor Relations Board hold their election, to be under the supervision of the Engineers department.

The C. I. O. are still cleverly trying to pirate the tractor operators. We intend to keep this group of 50 men intact inasmuch as several other large Government bases will probably go private contract. These operations show about 4,000 railroad cars per month, many of which are handled by our men.

The shipyards are growing each month. The Glyde Woods yard is a 14 acre tract that will build sea going tugs. Pollock is doing fine, straight as a string, thanks to Wilson and Warneck.

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Financial secretary's message

Brother T. M. Bynon, Financial Secretary reports:

The Election Ballots are to be sent out soon and I must remind all members that in order to cast a vote, they must be in good standing!

I would like to apologize to those Brothers who, although they were paid up to date, received notices of arrears. This was in error as those members only owed the Sick Benefit and Death Benefit, and inadvertently received the wrong notice. A separate notice will be sent to the members owing these benefits, in the near future.

BROTHERS CHECK WITH THIS OFFICE—ARE YOUR BENEFITS PAID???

METAL TRADES IN UTAH START MEMBER DRIVE

(Cont. from Page 1, Col. 2)

Naturally a great deal of work and responsibility is thrown upon the shoulders of the officers by the Organizational Steering Committee, which consists of one representative from each craft participating in the program.

A drive is now being started to attempt to organize the Mills of the Utah Copper Company at Magna and Arthur, where a defunct "company union" has had the bargaining rights.

Most of the "Old Timers" know that this will be a scrap, for this company has always been able to keep the employees bulled as far as unionization is concerned, since it was formed.

Efforts are also made to organize several smaller shops, the Ogden Iron Works, Provo Foundry Company, Lang Welding Company, and the Kalunite Company. The Council does not expect 100% success, due to the character of Utah's industrial system in the past.

But it feels that a great field will be open in the organizing at the Ironton Steel Company at Provo, where a large number of engineer department employees will be on the job in the next couple of months, and in the unionization of the Columbia Steel Company at Geneva where 5,000 production and maintenance employees will be on the payroll, when full production is reached.

No large construction projects are in the offing and many of the men now engaged in construction will change to production during this year and all of the unions here, as expressed by their representatives are fully cognizant of the situation and all bending their shoulders to the wheel with the idea, "One for all and all for one."

With this principle paramount, we cannot lose.

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Stockton building proving success

Grover C. Braddock, who is at the present time Managing the A. F. of L. Headquarters in Stockton reports:

Stockton—Our new building (the A. F. of L. Headquarters) is making a success. The various Local Unions who tenant the building are also making good use of the meeting halls; and express their gratitude to the Engineers' for making it possible for them to have a "real" place to meet and do business in.

The building has a nice auditorium with a maple floor and they tell me it is the best dance floor in Stockton. Several of the Unions have held dances and smokers there; and have had a general good time.

If any of the Brothers should travel this way, be sure to stop by and see your building. We are located at 805 East Weber Avenue in Stockton.

Salt Lake says some members out of work

C. L. ("Spike") Casebolt, Business Representative working out of the Salt Lake Office reports:

Salt Lake City—At present we have the M. W. Kellogg Company, Gibbons & Reed, A. O. Thorne, Leonard Construction Company, Mullins & Wheeler, Babcock & Wilcox, McGraw Company, Morrison & Knudsen and Utah Construction Company working our large jobs around Salt Lake City. These firms all operate 100% union and are employing many of our Brother members.

We have quite a number of members out of work due to construction work dropping off and production not under way in some of these new plants.

We have at present many of our Brothers in this new production field.

During the month of April, 19 construction firms signed union agreements with the Building Trades Councils in Utah. This shows splendid effort on the part of the Salt Lake City and Ogden Building Trades Councils.

Bingham—This union started primarily as an industrial local. With many thanks to the loyalty of the shovel Engineers the local has been taking over all of the work coming under the jurisdiction of the Operating Engineers.

At a recent hearing before the National Labor Relations Board, the fact was proven that members of Engineers Local No. 353 showed a large majority of those working in the craft. It was also proven at the hearing held in Salt Lake City that Engineers Local No. 353 is an appropriate bargaining unit. They are now awaiting a final decision of the Board and the direction of the election. These should be coming in the very near future.

This fact, after the uphill road and many delays shows the fighting spirit and the determination of the members of Local No. 253. They are to be highly commended for their splendid efforts and deserve the support and full cooperation of the entire labor movement.

In the meantime members of Local No. 353 will carry out an extensive and enthusiastic campaign with the full cooperation of Pres. L. G. Ostler and Secretary Everette Hibbard.

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Old timer passes

Many of the old time members will regret to hear of the passing of Brother Jimmy Raven. He was thought a great deal of by those who knew him and will be missed by many.

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Don't quit early

The Oakland office reports that the shipyards are still complaining about men leaving their work before the whistle blows. Some of the fellows are overdoing it and they will have nobody to blame but themselves when they are discharged.

Reno reports progress with organizing job

John DeLagrange & Les Collett, Business Representatives working out of the Reno Office report:

Reno—We are making very good progress in the lumber industry. We have a definite agreement with the lumber and saw mill workers, teamsters and engineers. The operators in the lumber industry have been neglected ever since the lumber industry was first opened up. They are very proud to become operators of the Engineers. We have been having no trouble in signing these brothers up into Local 3d.

The Fallon Job has been temporarily postponed. The information received is that this job will be either in Lovelock or Winnemucca. We have definite information as to when this job will start.

The Utah Pavement Company is progressing rapidly on their highway job north of Reno. We have no information to date on the Reno Air Base or the extension on the Minden Airport.

Local 3 has also been invited to come over to Ely to sign up all operating engineers at McGill Mine & Smelter and the Ruth, Nevada open pit mine. Have been informed that there are between 300 and 350 engineers in the Mine and Smelter. We will try to have more information on this in our next monthly paper.

We have several boys coming from California. Things are still slow in this district and we advise anyone planning on coming to Nevada to contact the Reno office before making the trip. We have a lot of work coming up, but have no definite information as to when these jobs will start.

In the Reno district the Lovelock Airport job at Lovelock, Nevada is operating 100 per cent Union with about fifteen of the brothers employed.

The Winnemucca Airport job of the Carl E. Nelson Company has not as yet been straightened up to the satisfaction of the Union. We have had two meetings with representatives from the company and with the employees and will be back in there this week for another meeting.

Isbel Construction Company of Battle Mountain is working 100 per cent Union. Dodge Construction Company is to start its highway job at Battle Mountain, Nevada in about two weeks.

For the past two weeks we have also been digging up information on the engineers employed in the various mines in Pershing and Humboldt Counties, Nevada and wish to report that the men contacted so far, are favorable to the A. F. of L. and we have arranged meetings with them for the coming week and will report further as we progress.

A meeting was held on April 25 at 6:30 P. M. with the employees of the Utah Sand and Gravel Company at San Pass, Nevada and we were successful in signing up four out of five operators employed on the job and have scheduled another meeting for Monday, May 3 with this company.

Hester presents word picture of Redding and Shasta area

E. A. Hester, Business Representative working out of the Redding Office reports:

Redding, county seat of Shasta County occupies a strategic position at the north end of the productive Sacramento Valley. Its development is interwoven with the famous chapters of California history.

The city is located 172 miles north of the state capital at Sacramento; 236 miles north of San Francisco; and 129 miles south of the Oregon-California state line. The city's population has extended in the last few years from 4,000 to over 10,000.

As the largest city in northern California, Redding is also a hub for highway traffic in five different directions—thus making it also the recognized distribution center for the entire area.

US Highway 99 (north and south) passes directly through Redding. US 229 East connect with US 395 at Alturas—thence north to Lakeview and becomes a portion of the Yellowstone Cutoff. US 299 West connects with US 101 on the California coastline. State Highway 44 is a direct gateway to Lassen Volcanic National Park.

Redding operates its own electrical power and distribution systems, along with its own water and sewage plants. Its community recreational attractions include parks, boating, swimming, fishing and hunting. Its excellent schools, churches, hospitals, theatres, public facilities . . . its well-stocked and modern stores and restaurants, all reflect credit and dignity to the city.

Redding has 260 stores, 12 hotels, two large airports, and plenty of places to go for those who like to make "whoopy," and jump around. Redding is headquarters for the following agencies:

State Department of Social Welfare
Shasta County Selective Service Board
U. S. Bureau of Reclamation
State Income Tax Collector
California Division of Mines
California State Department of Forestry
State Board of Equalization
California Highway Patrol
California Department of Employment
California State Division of Highways
National Forest Equipment & Repair Shops
U. S. Weather Bureau
U. S. Army Recruiting Sub-Station
Collector of Internal Revenue
Branch of Local No. 3 Operating Engineers

Shasta County, the twelfth largest county in California, contains a total of 3,858 square miles of land. It is definitely a diversified county, the elevation ranging from 400 to more than 14,000 feet.

The mountainous areas in the eastern and northern sections of the county are well covered with fir, cedar and pine, aggregating approximately 6,000,000,000 feet of standing timber. This area contains one of the largest stands of virgin pine timber in the west. Lumber companies in the Burney and Fall River Mills' sections are among the principal producers, although several mills in the proximity of Redding all combine to produce nearly 75 million board feet annually.

Geographical conditions tend to diversify the economic interests and activities within the county to a considerable extent. Mining, agriculture, hydroelectric power, lumbering and lumber processing, public works development and such are a few of the major activities.

The projects under way at the present time are: the Shasta Dam, Henry J. Kaiser's two million dollar aggregate plant, the Montague Airport, A. Teichert & Sons highway project, Ruddy & Sons highway project, a huge fish hatchery at Anderson, Carrico's Iron Mine at Pollock, and numerous other small projects along with the \$22,000,000 hydro-electric plant at Big Bend.

This latter project consists of over 7 miles of tunnel, one concrete and one dirt filled dam, and a 200,000 horsepower power house consisting of four 50,000 units. When it is completed it will be one of the greatest power developments in the whole United States.

One of the many things that impress you here, is to meet such fine people as O. W. Peterson, George Wehrle, Bill Connolly, Earl Walsh, Jack Cooney, Harry Scott, Tony Ferlet, Walter Cole, George Thatcher, and Ed Stevens and to see how well they cooperate. These are all big shots and have a lot to say about what's what.

Ralph Lowery, Bureau of Reclamation Construction Engineer, was notified today from the War Production Board that resumption of work on the Keswick Dam had been authorized. Atkinson & Keir, constructors of the Keswick Dam, were recently closed down by orders of the War Production Board.

Here are minutes of meeting of May 1

The regular meeting of Local Union No. 3 on May 1 was called to order at 8:15 p. m., at the Building Trades Council Temple, San Francisco, President Clancy presiding. Roll call showed Vice-President Peterson, Conductor Riley and Guard O'Brien absent.

Reading of the Minutes

The reading of the minutes of the meeting of April 3, 1943 was dispensed with and the minutes were accepted as printed in the Monthly News Letter.

A synopsis of the Executive Board Meeting of April 17, 1943 were read and the acts and recommendations of the Board were by motion approved and read.

A synopsis of the Executive Board Meeting of May 1, 1943 were read and the acts and recommendations of the Board were by motion approved as read, with the exception of that part concerning the resolution of the Pacific Coast Metal Trades Convention which was laid over to New Business.

By request from the floor the reports from the Delegates to the Pacific Coast Metal Trades Convention at Portland, Oregon were called for. At the request of the Delegates the resolution was read. Brother Swanson and Brother Metz gave a short report on the proceedings of the convention and the necessity of that resolution. It was regularly moved and seconded that Local Union No. 3 adopt the resolution as read. Carried.

Nomination of Officers

Nominations were declared open for candidates for officers for the coming election and nominations were made in the following order: For President, Patrick W. Clancy; For Vice-President, H. O. Foss and B. R. Paulson; Paulson declined the nomination. For Recording-Corresponding Secretary, C. F. Mathews; For Financial Secretary, T. M. Bynon; For Treasurer; P. E. Vandewark, Lyle McCann, and Otto Nevers. Nevers declined the nomination in favor of P. E. Vandewark.

There having been no declarations for the offices of Conductor and Guard, President Clancy declared the incumbent officers elected unless changed by a ruling from the General President.

Candidates for the Executive Board, Lyle McCann, Alton Clem, M. G. Murphy, Edward Doran, Harry Metz and G. C. Braddock.

A motion was made and seconded that the ballots be so printed that the candidates names appear first, second, third, etc., an equal number of times. Carried.

For Local Union Manager, Victor S. Swanson.

Nominations were closed with a reference to that part of the By-Laws that requires the prospective candidates to make their declarations of candidacy on or before January 15, preceding the election.

Nominations for the election of an

Election Committee were opened. Those nominated were as follows: George Cook, Otto Nevers, Lee Patters, Joe Walthers, Robert Smith, Don Steiwer and Jack Foster. There being no further nominations, they were closed.

Brothers DeLagrange, Weber and Waack were appointed as tellers. A ballot was taken with the following result—Jack Foster 111 votes, Robert Smith 89, Joe Walthers 86, Otto Nevers 75, Lee Patters 60, D. Stiewer 60, George Cook 58.

Members present	132
Voted	127
Disqualified	4

Lee Patters and Don Stiewer being tied in votes agreed to decide the tie by a toss of a coin, which was in favor of Brother Patters.

Brother J. K. Batchelder, Machinist Mate First Class, U. S. Navy, told of some of his experiences aboard ship in Japanese waters, which were interesting and well received by the membership.

The drawing for the Door Prize was won by ticket number 98333 held by Brother Frank Lawrence who presented the prize to Brother J. K. Batchelder and will be forwarded to him at 1091 Myrtle Avenue, Napa, California.

Brother Vandewark reported that upon his attempt to turn over the money collected from the membership for the U. S. Navy Relief, U. S. Army and U. S. War Mothers, he found the two latter organizations were no longer existant. A motion was made and seconded that the money be donated to the U. S. Navy

Relief and the U. S. War Prisoners Aid. Carried.

President Clancy reported for the committee appointed to take up matters pertaining to the Death Benefit Fund. The report was accepted as progress.

Brother Swanson reported on progress made by the Councils on the agreement with the War Manpower Commission.

Brother Joe Walthers reported on the efforts at the Richmond Shipyards to supply a number of children tickets to the Shrine Circus. Transportation has been assured, and requested that tickets be donated. It was regularly moved and seconded that Local Union No. 3 purchase 300 tickets at \$.30 each for distribution in Richmond. Carried.

Business Representatives Report

The following business representatives made their reports which were accepted, Metz, Foss, Lawrence, Waack, Clem, DeLagrange, Collett, Vandewark, Doran, Foster, Murphy, Speers, Hester, Clancy and Swanson.

A request from the floor for a ruling as to who were to be considered as Executive Officers received the following ruling by President Clancy: President, Vice-President, Recording-Corresponding Secretary, Financial Secretary, and Treasurer.

There being no further business the meeting was declared adjourned.

Respectfully submitted,

C. F. Mathews, Secretary

Fresno reports increase in work

H. T. Petersen, Vice-President and Business Representative working out of the Fresno Office reports:

Fresno—I am glad to report an increase in work in this area. Several jobs are in progress at the present time and prospects of several more.

Piazza & Huntley were awarded the contract for 10.8 miles of highway from the Lemoore Air Port to Lemoore. They figure on starting about May 15th. This same company have some additional work to do on their old contract on the Porterville Air Port, this work to start right away.

Botoroff Company have been busy constructing flood sink holes in Tulare County. Railing and France Company progressing fairly well with their highway job at Stratford. There is at the present time and will continue to be plenty of activity on Tulare lake proper.

Earl Parker has moved in 9 rigs, working 2 shifts. Salyer Company of Corcoran working 7 rigs, 2 shifts. Bill Smith, 3 cats, 2 shifts. Brown Materials have 3 draglines working in this area.

We have had several brushes with the Local farmers on payment of prevailing scales and overtime rates but have had some success, however, there is yet a lot of work to be done towards convincing these people that they should go along with us.

I should mention that Babe Simpson is still in charge of dredging for the Consolidated district. Everything going

along swell there. J. E. Haddock Company received small additional contract at Hammer Field. They expect to be done within three weeks.

Grading has been completed on Casson & Ball's job at Riverbank, however, there is a load of railroad steel to be laid yet, this job has about one month to go.

We have quite a few men employed at the Aluminum company. Some on grading equipment, others on structural work. Some of these men will be employed here until late Fall.

The Crows Landing job is progressing fairly well. Have about 15 engineers on this job.

As I have stated before there is additional work in the offing. A call for bids by the Army Engineers for work at Merced and in Kings County. We should be able to keep quite a few of the boys busy down here throughout the summer and fall months.

More Oakland news

Mason ("Cherry") Hobury, one of our old members is working as Superintendent on fortifications out of the U. S. Engineering Department. According to our members working on the job he's a better boss than "cat skinner."

Any member having the present address or knowing the whereabouts of Brother Ed. M. Hickman, kindly notify the Oakland office. It is important that he contact us at once.

Ogden signs up three contractors

Joe Riley, Business Representative working out of the Ogden Office reports:

Ogden—After many lengthy meetings with W. W. and Ed. Clyde an agreement has been consummated. This company is demonstrating its willingness to cooperate with Local No. 3 when problems in reorganization occur.

I know that members of Local No. 3 will help to convince the Clyde Brothers that Local No. 3 signed the agreement in good faith and prove to them that there is an advantage working under Union conditions.

W. W. Clyde & Company has three road projects here in the Ogden area and should employ nearly fifty men when priorities are granted on their new job. Gibbons & Reed, Contractors, and Wheelwright Construction Company have also signed agreements.

A dance was held at the Labor Temple by the Engineers celebrating the completion of the Naval Supply Base at Clearfield, Utah.

East Bay job

N. M. Ball & Son are starting on the Franklin Canyon job, which will mean some work for our cat-skinners,

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