



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, No. 12

SAN FRANCISCO, CALIF.



FEBRUARY 16, 1945

Henry Kaiser scores steel company's attempt to scuttle Western plants at Fontana, Geneva

Geneva purchase proposed For development in West

(EDITOR'S NOTE: Because the development of iron, coal and steel bases for the Western states is of great interest to the membership of Engineers, Local 3, we are publishing in its entirety a public statement on the issue released by Henry J. Kaiser of the Kaiser Company, Inc., February 7 from his Oakland office.)

By HENRY J. KAISER

The constant pressure from the press for our opinion with reference to Mr. Fairless' offer to the Defense Plant Corporation of the United States Government, wherein the United States Steel Corporation is desirous of considering to purchase the Fontana Plant now owned by the Kaiser Company, compels me to make the following announcement regarding Fontana, which I believe the public should know. So much misleading information is constantly being released from sources and for purposes both known and unknown, that the public should be informed as to the facts, which are:

The Kaiser Company has now allocated to the Government on its loans to the Reconstruction Finance Corporation for Fontana, sufficient assets which it believes are now ample to pay one-third of its loans to the Reconstruction Finance Corporation from other sources independent of any steel plant earnings, and Fontana is not and will not be for sale.

PROPOSES FINANCING

The facilities now existing at Fontana today were built for war purposes only and will require some \$37,000,000 additional investment to provide facilities to manufacture strip and otherwise prepare the plant for the most efficient peacetime uses. On or before V-J Day, the Kaiser Company proposes to finance the needed capital from such sources and in such a manner as any Corporation, including the United States Steel Corporation, acquires its financial strength, and it will quite possibly include shipbuilding and repairs in this Kaiser Company, exactly as the United States Steel Corporation does.

MANY ORE SOURCES

The Kaiser Company has various sources of ore. Also the Kaiser Company owns approximately 100,000,000 tons of Eagle Mountain ore in California, within 150 miles of the plant, restricted by a well-known lessee contract.

It is now furnishing coal from its mine in Utah, formerly by the direction of the Government, at the rate of 1500 tons of coal per week to the Geneva Plant. The former directive was issued on the basis that it was necessary for the War Effort in order that Geneva might have a superior quality of coal for coking purposes. The Company has since concluded a contract with Geneva and is enthusiastically furnishing coal to Geneva because of its service in the War Effort. Kaiser Company's engineers

have advised us that this character of coking coal is limited in the Utah Area and we should conserve our assets after the war. From the same bed of coal we are supplying both Geneva and Fontana.

GENEVA STUDIED

The Kaiser Company is making a study of Geneva with a view of determining whether Geneva would be a contribution or a complement to the Fontana mill, or to the West, and if so it will, likewise, request the same opportunity to make a proposal to the Government for the purchase or lease, exactly as the United States Steel Corporation has announced it will do.

It becomes increasingly clear that it is to the advantage of the United States Government to have competitive proposals on property which belongs to the Defense Plant Corporation when and if that corporation announces it is surplus property.

The Kaiser Company is still at a loss to understand why the United States Steel Corporation writes the Defense Plant Corporation making an offer for the Kaiser Company's property. Certainly the Kaiser Company would not consider making an offer to the United States Government for any property owned by the United States Steel Corporation.

REAL ISSUE INVOLVED

The real issue in the future of Fontana is more than the question of ownership. It is the kind of America we hope for after the war. It is, first of all, employment—not only in terms of jobs, but is a worthy standard of living. It is the creation of real competition. It is the decentralization of power in industrial organization; it is the independent industrialization of the West and South, as well as the East. It is an economy in which more of our people take part; it is an America so productive and so prosperous in all of its parts that it can help China, Brazil and India to that development which will

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Condolences

The members and officers of Local No. 3 extend their deepest sympathy to Brother Frank Lawrence, Business Representative in the Sacramento area, in the loss of his wife, Mrs. Leola Z. Lawrence, who died on January 26, 1945.

Mrs. Lawrence's mother, Mrs. Della Garner, arrived in Sacramento to take care of her daughter, and was stricken with a heart attack and died the day before her daughter passed away.

Funeral services for both mother and daughter were held on Monday, January 29.

Resignation of Paul Porter big surprise to us

It is with sincere regret that Victor S. Swanson, Local 3 of the Operating Engineers, received the following communication from Mr. Paul R. Porter, Chairman of the Shipbuilding Stabilization Committee, advising of his resignation: "Mr. VICTOR SWANSON, Business Manager Local No. 3, International Union of Operating Engineers 1161 Market Street San Francisco, California Dear Vic:

I have been requested to undertake an overseas assignment, which I feel obliged to accept. I have therefore submitted my resignation as Chairman of the Shipbuilding Stabilization Committee.

Before leaving I wish to express the personal satisfaction I have had in our association and the opportunity it has given for forming a valued friendship.

Sincerely yours,

PAUL R. PORTER,
Chairman Shipbuilding Stabilization Committee."

GIVE NOW!  GIVE MORE!

Notice to Members--Locals 3-3A-3B-3C In the Stockton area

On Saturday night, February 17, 1945, at 7:30 P.M. your executive board will meet in the Labor Temple for the convenience of members who have complaints, grievances or information.

Any one who can not be present at this time should come to the Engineer's office to obtain a printed form which we have for this purpose, it will then be presented to the executive board by your business representative.

This executive board meeting is being held especially for you. Please take advantage of it.

Truman predicts jobs for all in AFL radio address

WASHINGTON, D. C.—Vice-President Harry S. Truman, appearing on the AFL weekly radio program "America United," expressed confidence that full employment will be attained in this country in peace-time industry "within a reasonably short time" after the war ends.

The Vice-President made his prediction in response to a question from AFL President William Green on a program devoted to a preview on prospects for the "next four years."

Eric Johnston, President of the United States Chamber of Commerce and James G. Patton, President of the National Farmers Union, also took part in the broadcast.

Vice-President Truman emphasized the need for carrying over national unity into the post-war period for the solution of the nation's economic problems. He said:

"The only real danger to national security, in peace as well as in war, lies in the possibility of disunity. As long as we Americans stay united and preserve our cherished democratic ideals, we need fear no future."

Mr. Green declared the great desire of people throughout the world today is "peace with security." He called for an international organization to safeguard the peace and to settle international disputes on the basis of justice, adding:

"When victory is achieved, it is our determination that there shall be no more wars of one nation against another. It is our hope—our great hope—that future wars shall be waged only against the common enemies of all mankind—against poverty, ignorance, suffering and disease. If we look at the problem ahead in that light, I think it will be much easier to maintain in the post-war period the high degree of national unity that has made America's war effort so successful.

"The AFL welcomes the opportunity to collaborate closely with industry and with agriculture for constructive solution of post-war problems.

"We are convinced that the No. 1 domestic problem on the post-war list is the attainment of full employment under a free and stable economy. Full employment will bring economic security to the nation's workers; it will assure high production levels to industry, and it will provide an ample domestic market for the farmers."

Mr. Johnston asked Vice-President Truman about the prospects for business expansion in the next four years and received this reply:

"I believe the prospects are very good. There is a tremendous backlog of civilian wants which should

provide ample opportunity for business expansion after hostilities cease. Entire new industries may develop out of our wartime research. Private business must be given all possible assistance by the government to insure sound economic expansion for the benefit of all."

Responding, Mr. Johnston said that expansion of industry "will be an absolute necessity" if we are to maintain maximum employment. He agreed "with my friend, Bill Green," that "we must have unity of purpose and of effort among our national groups if we are to conquer the problems of the future." The business leader emphasized that the policies of the Government can either encourage or discourage new business enterprise. He pleaded for a co-operative attitude by the Government.

Mr. Patton, assured by Vice-President Truman, that the Government will protect fair prices for farmers, called for action—"the sooner the better"—on assuring full production and employment. He said:

"We can't afford to take chances again. A new depression might cost us our freedom."

Union workers Help open big Antwerp port

The port of Antwerp, which is run jointly by Britain and America with over-all British control, is an excellent example of Allied co-operation. The Royal Navy runs the port while Americans, British and Canadians man the defenses. The Port Council consists of the British Port Commandant, the American Port Commander and the Belgian Civilian Port Engineer together with representatives of the Belgian Civilian Stevedores and Longshoremen's Union. Royal Navy minesweepers, dredges and divers work in the channels; the U. S. Engineers operate the marshalling yards. Antwerp is the port through which the American, British, Canadian and French Armies in Europe receive most of their supplies. Its great size and strategic position make it a vital clearing house close to the Western Front.

Stockton area to benefit from many improvements

By ED DORAN
Business Representative

Stockton—Lt. Capps arrived in Stockton after being reported missing in action over Germany. Lt. Capps is a member of Local 3 out on service withdrawal. Brother Capps worked for Al Biasotti before entering the air service.

Ray Otto is the proud papa of another boy, looks as if Ray is going to furnish some Engineers for the next generation. Congratulations, Brother Otto!

The following members of Local No. 3 are waiting to be called for active duty in the Seabees. Vern Holmes, F. Mathis, Antone Dotta, and Harold Hindeman. We extend our best wishes and lots of good luck to these fellows.

Red Russell has gone back to the Bay Area. Red has been working for Twaits, Morrison-Knudsen-Gerwick on Rough and Ready Island; he being the first blade operator to work on this job.

A. Teichert & Company are setting up their hot plant in J. E. (Hardrock) Johnston's yard in Stockton. Teichert's work at the present time consists of test work with different types of hot stuff.

The Rough and Ready Island job being done by Twaits-Morrison-Knudsen & Ben C. Gerwick Com-

pany, and many sub-contractors has been going along full speed until now, February 1st, but at the present time it has been raining and most of the dirt men are loafing; but expect to have them back on the job as soon as weather permits.

BIG POST-WAR PLANS FOR SAN JOAQUIN COUNTY

San Joaquin County will benefit to the tune of \$871,560 in post-war rural highway improvements if a bill introduced by Sen. George Hatfield of Merced is approved by the State Legislature.

Already 30 of 40 members of the State Senate have subscribed their names to the measure, which calls for total expenditures of \$30,000,000, it was reported from Sacramento.

The bill would appropriate funds from post-war unemployment reserves and allocate them to counties under a formal based relations between rural populations and rural highway mileage in the counties.

Allocations for other counties in this area would be Alpine, \$15,840; Amador, \$147,390; Calaveras, \$204,900; Contra Costa, \$523,410; Mariposa, \$139,440; Merced, \$649,380; Stanislaus, \$755,070, and Tuolumne, \$162,150.

The Kennedy Co. have taken over the operations formerly done by the Western Freight Handlers at the Lathrop Holding & Reconignment point. Brother Irving Loganbaugh and Hobart Ray are staying on the job as Crane Superintendents. The same gang of Crane Operators are also staying with the new Contractors.

The Brothers Burnell and Cleave Wicham are working out of the Stockton office. Cleave is employed by R. E. McCarty and Burnell is raising iron for the Beasley Company on Rough and Ready Island. They both agree that they can do their best in the swamp country.

The Sykes Company job at Railroad Flat is progressing very slowly on account of the weather. Brother Frank Sportsman is running cat on this job. Brother Pat Azavedo is running the shovel.

Brother Lawrence Angier is running dozer for the Associated Lumber Co. at Sandy Gulch.

Ruddy's job at Le Grange should be completed shortly unless some unforeseen difficulty slows them down. The job was scheduled for completion in three weeks, but the fellows have been there four months.

The Stockton office is being kept open until 8 p.m. every Friday night for your convenience.

Too much is too much!

All year long Francis L. Gaddis, Seabee Cook Second Class, of the 17th Battalion had been baking pastries—pies, doughnuts, cakes. Especially cakes. Then 6000 miles from home, Gaddis got a Christmas present. Yup, it was a cake!

Strike losses reduced one-third last year

WASHINGTON, D. C.—Time lost due to strikes in 1944 was reduced one-third from strike losses in 1943, the Bureau of Labor Statistics announced.

The bureau calculated that idleness resulting from last year's work stoppages amounted to only one-tenth of one per cent of time worked.

In December, the bureau reported, there were only 280 small strikes of short duration, involving about 85,000 workers. The time lost during the month represented one-twentieth of one per cent of working time.

Nevada mining operations to give more jobs

By JOHN DeLAGRANGE
Business Representative

Reno—The Sierra Magnesite Inc., a subsidiary of the Henry J. Kaiser Magnesium Industry of Gabbs, Nevada, reopened their camp the week of January 22nd and will start mining ore on or about February 1st. Mr. Jones is back as superintendent, Brother Charles Johnson is Master Mechanic, also Brother Harold G. Ollenberger is shovel operator on the job. They expect to ship from two to four cars a day.

The Basic Refractories of Gabbs Valley is also operating at full capacity. Brother Russell K. Smellie is shovel operator.

I have been unable to secure any definite information regarding the Basic Magnesite, Inc. However, I have recently been informed that Henry Ford has had some engineers inspecting the premises. This would be a great advantage for organized labor in Nevada if some manufacturing concern would secure the mine, mill and the smelter at Las Vegas, Nevada, rather than some metal manufacturing company.

The Flutrock Corporation, of Yerington, Nevada, has had considerable trouble securing their drying ovens for their wallboard mill. But I was informed recently by Mr. Helmick, superintendent, that part of the equipment has arrived and the rest was on its way. I was also told that the Bureau of Mines was going to repair the road from the mine to the mill which is located fifty miles south of Yerington, Nevada.

The Anaconda Copper Company has just about completed their test shaft, approximately five miles west of Yerington and has found very rich copper, gold, silver, lead and zinc ores. Their future post-war plans for the Yerington area calls for 10,000-ton mill and smelter. Their mine will be an open pit process.

The Joe Riley Tungsten Mine, twenty-four miles northeast of Golconda, is constructing a new mill of their own located on the mine premises. This will be quite a large mill. Their ores in the past have been refined by the Getchel Gold Mining Company, located one mile west. Mr. Davies is the superintendent in charge. Brother Henry Tonn is shovel operator and I just recently cleared Brother Walt Owen, a welder and mechanic, for this project. We hope to secure a contract for the operation of this mill.

Governor E. P. Carville, on January 24 released a six-year planning program outlined for the State of Nevada from 1945 to 1951. The cost of the six-year program is estimated at \$62,060,268. \$34,728,000 is for highway construction. Expenditures for development and conservation of the state resources will be \$21,996,100, \$12,200,000 will be spent on the Truckee and Carson rivers which will include enlargements of the channel of the Truckee River, between Lake Tahoe and Donner Creek; increase the size of Boca reservoir, diversion canal to carry water to Washoe Valley; construction of Washoe Valley reservoir; power plant at Steamboat Springs to be operated from water from enlarge Washoe Lake to the Truckee River; lower channels in Truckee meadows; improve the Derby Canal and reservoir on the East Carson River. The West Walker river to receive \$5,065,000 for flood control and power projects. The University of Nevada located in Reno to receive \$2,210,932 for new improvements.

So the future construction work in Nevada looks very bright and

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Activity in Redwood area slackened, reports Never

By OTTO E. NEVER
Business Representative

Eureka—Things in the Redwood Empire are quiet.

In Crescent City, the Public Utilities have been offered a tentative contract by Local 3. This includes increase in pay and a straight 8-hour day instead of 40 hours accumulated time before overtime.

Mercer Fraser Company have finished up the two access roads between Klamath and Orick. Marshall Hanrahan still have a P & H 700 stored at Orick and odds and ends at Little Red Hen. Brother Paul Montini of Little Red Hen was taken to Labor's General Hospital at Eureka for more treatment for Service connected disabilities. Local 3 finally arranged for Brother Montini to receive his unemployment insurance through the G. I. Bill of Rights.

Mercer Fraser are still busy on patch jobs and construction for the Navy and State. They were successful bidders on a new bridge and approach at Little River; job was bid at \$131,000.00.

Brother E. O. Lambert met with a tragic end when he was fatally burned while lighting the fire in the hot plant at Essex on Sunday, January 21st. He died Monday, the 22nd. Local 3 delivered a check for \$500.00 to Mrs. Lambert Wednesday noon. Brother Lambert was buried at Marysville. He had been employed by Ralph Brown of Mercer Fraser Co. for 12 years.

The Chicago Bridge and Iron Co. yard has cut its employees from 3200 to 1600. One of the brothers who left was Rocchi Venti. He had formed a partnership with his brother-in-law at Chehalis, Washington, and will contract dirt-moving and land-leveling. They have already acquired several pieces of equipment. Rocchi formerly was with Barrett and Hilp in the Bay Area. He was here for two years as relief operator. We wish him lots of luck and success.

ENGINEERS EARN RIGHT TO CONDUCT YARD LAUNCHING

The Operating Engineers earned the right to conduct the launching of the last drydock because of their low absentee record and their high efficiency record. Brother Al Monaghan was master of ceremonies and did a fine job except his introduction of Admiral Bruns as Mr. Bruns. Brother Wm. Goetz, Superintendent of Maintenance, made the address. Needless to say, it was the finest launching to date; the Admiral even admits it.

We expect C. B. & I. Co. to sign a new contract with the Navy. There is also the possibility of a contract being let by the Army Ordnance for the rebuilding of Army trucks. This will be in addition to the contract contemplated for C. B. & I. Co.

Eureka Shipbuilding has finished driving piles for their marine railway and are now dredging a channel. Brother Henry Meadows is running the dredging job. Contractor Tom Hull keeps busy on reclamation and County jobs.

Local Manager Vic Swanson, President Pat Clancy, Vice-Pres. Heinie Foss, Recording Secretary Clarence Mathews, Financial Secretary Tom Bynon, and Treasurer P. E. Vandewark attended our meeting here on January 27th.

Brother O. C. Baird has taken over Pete's Cafe at Bucksport and is operating a first class restaurant. Brother Oscar Kampe has left for Pedro to take over an Army Engineers dredge as dredge-master and proceed to Pearl Harbor with it.

Brother Bill Reed has gone into the trucking business. Heard from Brother Stanley Gilbert. He is a private in the 18th Co. at Fort Monmouth, New Jersey, a signal

corp outfit. He is anxious to get in the Engineers as a shovel operator. Local 3 has written to Corps of Engineers to assist in his transfer.

E. B. Bishop is still moving dirt at Benbow, but should be done there in another thirty days, weather permitting.

Workers needed on dredges for S. F. Bay area

By T. D. BRYSON
Business Representative

San Francisco—In contrast with most other work that our members follow, the Dredging game seems to keep very busy.

The Olympian Dredging Company has three dredges working at Hunters Point. Two are clamshells, the Golden Gate and the Monarch, fishing for rocks and from the progress that is being made it looks like they will be there for some time. The other, the Palmer, a "pumper," is supposed to finish there in a short time or as soon as the Navy will release it, as the company has a job at Martinez that they are anxious to move on.

The Hydraulic Dredging Company has their "pumper," the Papoose, at Hunters Point, also.

The Case American Construction Company have their dredge Olympic at the Pacific Coast Engineering Company yard in Alameda, where they have been putting an extension on the ladder. It is going to work on the Hunters Point job in a few days.

The American Dredging Company has the Pearl Harbor on Rough and Ready Island, and the Richmond is at Kaiser's Yard 2, in Richmond. The Pronto is in the Oakland yard for repairs, since finishing the job at Petaluma.

The Case Construction Company has the Alamitos working on Steam Boat Slough, near Rio Vista.

The San Francisco Bridge Company's dredge Duwamish, has just moved on a job at the United Engineering Company shipyard in Alameda. The San Pedro just finished a job at Port Chicago and moved into the Richmond yard for badly needed repairs.

There seems to be some misunderstanding in regard to the agreement between Local No. 12 and Local No. 3, whereby members of the 12C and 3C Locals are allowed to transfer without cost to the members.

The policy in Local No. 3 is that when a 12C member goes to work in the jurisdiction of Local No. 3 and deposits a transfer card when going to work, no permits will be charged, but if he goes to work without depositing his transfer he will be charged permits from the date that he goes to work and until his transfer is accepted by the Executive Board.

We still need deckhands and leveemen on a number of the dredges. Any one wishing to take on some dredge work, contact either the San Francisco or Oakland offices.

TIPS FOR BENEDICTS

The door of the ladies' hairdressing shop opened and in came a meek-looking little man, twisting his hat nervously in his hands.

One of the assistants approached him.

"What can I have the pleasure —" she cooed.

"Er—could you spare a blonde hair for my shoulder?" he stammered. "I want to make my wife jealous."

Bright post-war prospect for San Jose area looms

By M. G. MURPHY
Business Representative

San Jose—There are many new prospects appearing on the horizon for post-war San Jose, such as dams, water conservation, new highways, and industrial plants. I understand there are plans for a large sized dam to be constructed near Los Gatos for the conservation of water draining from the mountains beyond, also a number of small canals for the necessary and equal distribution of the water for irrigation purposes.

More rumors are in the air regarding the super highway over the mountains to Patterson. Some of the "dads" seem to think the cost of constructing a highway of that type, compounded with the rough terrain which will be encountered, and the many bridges and culverts to be added would be prohibitive. I suppose they have forgotten about how the Ledo and Burma Roads in China and India were built.

I also understand there are many new modern structures, such as office buildings, and a new super store building (whatever that is) to be constructed at First and Santa Clara Streets, still post-war.

We also understand General Electric has a couple of their men in town making plans for their future plant on Monterey Road, which may start any time, let's hope it's soon. We have a few small jobs at the camps down south, but of no material advantage to our Engineers. Douglas and Tyson have a small job on Salinas Air Base, but the torrential rains have retarded them considerably, and I'm sure that difficulty applies to every district in Local 3.

Granite Construction Company still have a number of Engineers steadily employed on the Watsonville Navy Base, also a small repair crew on Camp Ord.

Larry Karsted also has a number of steady employed operators with his concern, which has gone in heavily for land leveling, and small canal work in that district.

Santa Cruz hardly shows any activity, I was in hopes of it starting out soon on some of their contemplated wharf work. Monterey also was looked upon to show activity by this time.

Permanente, Natividad and Moss Landing are still running along quietly and producing their well known product, Magnesium. I believe we have a figure very near 200 or more in the employ of the Company and I will say one thing, it's a mixed group, men, women, boys and girls, and we can boast of assistant ship launchers, one of our little 3E oiler girls, Fern Miller, playing the role.

NAVY HAS APPROVED SUPER-SONIC TUNNEL

Moffett Field is in for more activity in the immediate future, the Navy revealed it had approved the expenditure of \$45,000 for the construction of a super-sonic wind tunnel at the laboratory. This tunnel will be equipped to produce air spread much faster than the spread of sound. That will be some wind. Completion of the new 12 foot tunnel which has been under construction for some time will make a total of five major tunnels for airplane testing at the laboratory, and as I mentioned in our last letter we expect activity on the runways soon.

Well, brothers, this is about all the encouragement I can give you at the present time and I can't say it's very much, but we may do better next time. No doubt many of you know I was in Sacramento a few days working with Brother Lawrence, but I do not see it necessary to make any report concerning his district as he is far more

capable of giving you a complete report than I.

I now wish to report on a few of the brothers here and there.

I regret to report the death of Brother George W. Friday of Permanente who was stricken with a heart attack last Saturday.

Brother R. L. Prince has taken his Service Withdrawal Card and is headed for the Navy.

Brother Francis W. Hart has returned from the frozen north after about two years.

Brother Tiny Barker has been confined to the hospital for some time.

Brother Everett Mills of Natividad is still in the Hawkins Hospital of Hollister, and improving slowly.

Brother John Sharp just returned from Alaska where he finished a year with M. & K.

Brother John Pedrazzi was in for a Service Withdrawal Card; gone to the Seabees.

Brother Joe Bowling has signed up with Construction Company for Pearl Harbor.

Brother Albert Zaretzka has taken a Service Withdrawal Card; headed for the Seabees.

Brother Larry Croxon was in to pay us a visit all decked out in his C.P.O. uniform.

Received a very interesting letter from Brother Peterson on Leyte, says it is quiet over there now, sends his best to all.

I also received a letter from Brother Harley Davidson and Ray Bishop.

Brother H. E. Whiting just arrived from Seattle. He has been gone for about ten months.

Well, brothers, it's time to bring this to a halt . . . until the next time.

War production board official against draft

WASHINGTON, D.C.—WPB Vice Chairman Joseph D. Keenan, just back from a visit to American battle fronts in France, declared he is still opposed to "work or fight" legislation which, he warned, "may cut production 30 per cent instead of increasing it."

Mr. Keenan said the only shortages he heard about at the front were heavy ammunition and men. The Army, he explained, is firing heavy artillery at 5 or 7 times the rate originally planned. There are still large ammunition supplies in England and the continent but the problem is to transport the supplies to the battle lines. Port facilities still have not been restored and the French railways have been crippled. The resultant heavy demand on motor transport, he pointed out, has brought about a great need for more heavy trucks and tires.

Stressing the desirability of increasing production through voluntary methods, Mr. Keenan said:

"We should try to use small concerns that have been cut back. Give them subcontracts for essential war work instead of closing them down and dispersing the workers who may take six months to find new jobs at which they are best qualified. It's more efficient to use existing plants and the workers who are there—then there are no new problems of transportation and housing."

Mr. Keenan said he found no anti-union feeling among the rank and file of soldiers in France. Their chief concern, he said, is to get the war over quickly and return home.

TIMES DO CHANGE
SWEET THING (disgusted): "My boy friend has cold feet."
FOND AUNTIE: "Shame on you, young lady. In my day we didn't find out those things until we were married."

Jobs continue to hold up in north bay area

By H. O. FOSS
Business Representative

San Rafael—Peter Kewit and Haas are at Hamilton Field and have the contract for the hangar and the paving of same. This will be quite a little job on the paving and make a nice set-up for whoever sets the steel. Bud Hall, former superintendent of Teigert, now with this outfit. McDonald & Kahn has the passenger terminal and Larsen has the freight terminal which will not involve many of our members.

Pomeroy has a large heavy material warehouse involving \$800,000 plus the building to be over 600 feet long and over 200 feet wide, concrete pile and steel structure at Mare Island. Supt. Poyser of E. E. Lowell Construction Company of Vallejo will have a good deal of work for our members as soon as the weather will permit. Brother Garner doing the nut busting on this job.

Brothers Birdwell and Brandt are overhauling their Osgood one and a quarter yard and will be ready to take on some work in the near future.

Parker, Stephens and Pierce have the contract on Skaggs Island and have sub-let the grading and paving to the Red Rock Quarries of Vallejo. Brother Riblett is in charge of the crews. Brothers Lamb and Nicholson on the two drivers of the Raymond Concrete Pile Company on this same job and should be completing about this date. E. E. Cambell is the steward. Tony Syar recently returned from Texas where he was successful in purchasing three twelve blades, one D-8, 1 W scraper and one F.P. 14. Tony is bidding on a lot of work, keeping many of the boys busy at the present time. Understand Brother Tom Shaw is going to go to work for this outfit as pusher. Syar has the grading and paving in its entirety on the Moore and Roberts housing project at the north gate at Mare Island.

Parrish Brothers of Benicia with the usual routine and three heavy duty mechanics in the shop overhauling equipment during the lull in the weather.

A. S. (Sid) Jones, formerly the firm of Jones and King of Hayward, has purchased quite a ranch in Napa on the Brown's Valley Road where he is overhauling and storing some of his equipment. Brothers Farnquist and Wilson, long time employees of Sid, are looking after his interests in this vicinity. Jones expects to boom out in the spring.

Local contractors in the other areas seem to have plenty of work to open up on as soon as the weather will permit.

Brother Yoder, we understand, is progressing nicely and will be back on the job around March 1st. Brother Hill, injured at the Napa Shipyard about one year ago, is now home and his arm is still in a brace. In a few months time he will know about when he will be able to return to work. Understand Brother L. L. Oldaker has gone back busting nuts for Spaletti in Santa Rosa. Brother Oldaker was very seriously ill. Brother Sam Stewart of the same town will be out taking care of his crusher in the near future. Brother Archie Edmonds with Frederickson and Watson at Hamilton Field had a hole prospected in his belly (appendicitis) but will soon be back on the job.

Toward the end of his life, the capitalist is usually possessed by a strong hankering for theology and philanthropy. The first as a matter of fire insurance; the second because he can't take it with him. OSCAR AMERINGER.

Sacramento area keeping busy, despite heavy dew

By FRANK A. LAWRENCE
Business Representative

Sacramento—The coming of the rainy season has caused some of the work to slow down temporarily in this area. However, some of the boys still manage to keep busy.

Levee work is all down due to rains. The H. E. Parker Company still have some unfinished work on several jobs out of Marysville.

The Lord & Bishop-A. Teichert & Company state highway bridge job at Rio Vista are using two crews on pile driving.

Morrison-Knudsen at Rio Vista still using about sixteen members on their levee job.

Pacific Pine Line Construction Company have just completed a small job for the P. G. and E. at Rio Vista.

The Standard Oil Company have a job at Rio Vista building a small bridge across the slough and several gasoline wells, also.

Leo Lentz has the excavating work on the hospital job at Woodland, and we expect to have a hoist man there in the near future.

W. A. Bechtel Company are using a couple of crews on the Western Pacific job at Virgilia.

Several of our members are still at Bressi & Bervanda, Colusa, finishing up the job there.

Fairfield Airport, Kewitt, Johnson & Everist, still using several members, finishing up. Underground Construction Company and Underhill & Fisher doing sewer and road work for Moore & Roberts.

We still have several members at Mather and McClellan Fields for A. Teichert & Company.

Belyea Trucking Company are expanding. We have about thirty members at Camp Kohler at present and expect to place about ten more crews there in the near future. Several matters pertaining to working conditions there have been adjusted to the satisfaction of the members of Local 3. Brother C. H. Covey is doing a fine job as steward out there, and from all reports, the fellows are mighty proud of him, too.

The G. I. Dumond Company has a government contract to overhaul fifteen hundred tractor tracks for government tanks. They have signed a working agreement with Local No. 3. We expect to have about forty members there as soon as the job gets well under way.

REPORTS WORK PICKING UP

There are two warehouses being built at the Bercut-Richards Canning Company. Leo Lentz and J. R. Reeves are employing several of our members on the work.

M. A. Jenkins has a pile driving job at 11th & Eye Streets, Sacramento, on a new bus depot being erected there.

The local sand and gravel quarries are still going about the same. The Pacific Coast Aggregates at Fair Oaks have added a second shift.

The Lawrence Construction Company continue their job at the Board of Public Works. Brother G. I. Perkins is running a hoist there.

J. R. Reeves Company continues to use several members. The trouble on the Tracy job was adjusted by our members receiving their room rent.

The Steinbrenner Shipyard is still trying to get their job finished. We have one crew out there now.

Jack Breen, with Brothers Vic Bonner and Ward Moyer, are working cleaning out the ditches up around Knights Landing.

Brother Marvin Covell is now superintendent for Hemstreet & Bell, and he anticipates some new work soon.

We have no further information on the proposed jobs at McClellan, Mather, Fairfield and Chico Airports.

There are to be about 650 units added on to the De Witt General Hospital at Auburn. The bids have not been let as yet, however, work should start soon.

We are happy to report that Brother Alfred E. Smith is no longer on the sick list and is able to return to work.

Brother Lawrence Theis visited the office recently, and we are glad to report that he has discarded his crutches and reports that he is ready to go to work. Best wishes for continued good health to you, Lawrence.

Brother Myron W. Jones, Local 3, is able to be around some, but still on the sick list. We hope he's well again real soon.

Brother Ernest Alameda, Local 3, has been sick since November, and we sincerely hope he will be able to return to work real soon.

Best wishes to all our boys on the sick list, and we hope we can report all these fellows back on the "Good Health" list real soon.

I also wish to report that Brother Peter Moore passed away in Sacramento on February 4, 1945. He is a former member of Local 210 and on withdrawal from Local No. 3.

ATTENTION TO ALL OUR MEMBERS: The Marysville office will continue to remain open on Friday nights only, from 7 p.m. to 9 p.m. The Sacramento office will be open from 7 p.m. to 9 p.m. on TUESDAYS and FRIDAYS.

Remember! You fellows who can't get in during the day, may call at the office on these evenings and we shall be glad to help you. You can obtain gasoline, tires, pay dues, report work conditions and obtain general information.

Again, we wish to list the following payroll checks which are being held here at our office as we do not know where to send them. Please check the list, and if your name is on it, contact us either in person or by mail, and we will forward checks:

George Clements, Doyle H. Colston, Allen Amer, Ralph G. Rogers.

Nevada mining operations to give more jobs

(Continued from Page 2)

we could sure use some of this work now as we have no construction work at this time.

Savier's Electrical Corporation are drawing plans for a large steel and concrete warehouse on West 2nd Street in Reno.

Brother Les Collett, or I should say Private Collett, passed through Reno the morning of February 2nd on his way to an army camp in the Middle West. We wish Brother Collett lots of luck and a speedy return.

I am in receipt of a letter from Brother Pfc. Joe Riley from Fort Sill, Oklahoma, informing me that he was about to receive his discharge when he met with an accident and broke his right wrist and said that it would be some time now before he would be discharged. I am quite sure all the brothers of Local Union No. 3 will be glad to see Brother Riley back with us again.

At this time the Reno office wishes to extend its deepest sympathy to Brother Frank A. Lawrence and family in their hour of bereavement.

EDITORIALS

ENGINEERS' NEWS

COMMENT

OPERATING ENGINEERS LOCAL UNION No. 3

Report of last meeting

The practice of printing the minutes of our Regular Meeting in the Engineers News will be discontinued for the following reasons: (1) The Minutes of our meetings are private and should not become public property; (2) The paper is distributed and available to many employers and employer groups, as well as to the general public; (3) To delete any part of the Minutes for printing would make them incorrect and inaccurate, and it would not be fair to the members. Therefore, in the future, the Secretary will comment upon matters and occurrences that can be made public.

The meeting of February 3 was well attended, with 131 members being present. All of the Executive Officers were present. The minutes of the Executive Board meetings of January 20 and February 3 were approved as read.

OFFICER ELECTION

Under communications the declarations of candidacy for office in the coming election show a lively interest, there being one declaration for President, four for Vice-President, two for Recording-Corresponding Secretary, three for Financial Secretary, two for Treasurer, one for Conductor, two for Guard, five for Trustee, six for Auditor, three for Local Union Manager and eleven for members of the Executive Board.

MEMBERS REPORTED ILL

The following Brothers were reported ill: Lawrence Theis, F. M. O'Connell, Curt Collett and Guy F. Woods.

The following Brothers were reported as deceased: Clyde Elzy, Herman B. Ostrom, E. O. Lambert and Sam Matasci.

The Business Agents made their regular reports, which can be found elsewhere in this paper.

FAVOR HEALTH INSURANCE

Under New Business, a motion was made to go on record as being in favor of a compulsory health insurance. There was quite a lengthy discussion on this matter, and it was finally voted to go on record of being in favor of such.

The door prize was won by Brother George Simon, 172 Fairmont Street, San Francisco.

BLOOD DONOR APPEAL

A letter was read from the San Francisco Labor Council making an appeal for blood donors. Those who wish to donate blood should call at the San Francisco Labor Temple, 2940 - 16th Street, or telephone Market 6304 and contact Brother Frank Fitzgerald. Mrs. Mary MacDonald, wife of a soldier serving overseas, has at the request of the San Francisco Labor Council consented to her name being submitted in a drive to select a queen of the blood drive. If you desire to give the A. F. of L. credit for your blood donation, give your name to the San Francisco Labor Council.

SELECTIVE SERVICE WARNING

Brother Vandewark warned of the new Selective Service Regulations regarding men between the ages of 18 and 37. It will pay you, if you are between these ages, to

look further into the matter before you quit your present job.

There was considerable discussion in regard to other matters.

Respectfully submitted,

C. F. MATHEWS,

Recording-Corresponding Secretary

Western Union poll proves an AFL walkaway

WASHINGTON, D. C.—The AFL scored almost a clean sweep in the nation-wide NLRB elections among Western Union workers.

Triumphant in six of the seven regional districts set up for balloting purposes by the NLRB, the AFL won bargaining rights for all Western Union employees in the country except the group in the metropolitan area of New York.

The total vote in all districts throughout the nation gave the AFL almost a two to one majority. It was:

AFL—20,085.

CIO—10,634.

Commenting on the results, AFL President William Green declared: "By an overwhelming margin, the workers of the Western Union Company registered their preference for the American Federation of Labor over the rival CIO union.

"Only the device of holding seven regional elections, decided upon by the National Labor Relations Board out of partiality for the CIO, prevented a complete victory for the AFL. The Board saved the New York district for the CIO but I predict that will be only temporary. I am confident that eventually all Western Union workers will be represented by the American Federation of Labor."

Four AFL unions participated in the election victory—the Commercial Telegraphers Union, two Federal Labor unions and the International Brotherhood of Electrical Workers. They had previously agreed on jurisdictional lines.

The election was made necessary by the merger of Postal Telegraph with Western Union. Previously, the AFL had represented Western Union workers in most areas, while the CIO had gained a foothold in Postal.

The election was the most extensive in NLRB history, although the number of workers participating did not score a new record.

Tobacco is found throughout the southern United States and in an occasional store. —"SENATOR SOAPER."

Oregon workers hang up record for sixth loan

Portland—The men and women of Oregon's eleven large war industries invested \$3,610,880.61 in Series "E" War Bonds during the 6th War Loan Drive just completed, and thereby far exceeded expectations of Federal Treasury officials, it was announced by E. C. Sammons, State Chairman, Oregon War Finance Committee.

Credit for negotiating sales which averaged \$102.68 to every employee went to H. J. Detloff, chairman; Robert A. Green, assistant director, and a committee of A. F. of L. co-ordinators stationed at the plants, Sammons stated.

E. J. Bartells Company employes established a first-place record with average sales of \$224.

In dollar volume Swan Island led with an investment of \$2,708,631. Oregon Shipbuilding Corporation employees invested \$1,880,000, and Willamette Iron & Steel Corporation, \$1,554,412.50.

War Bond buying in the eleven big war industries exceeded by \$2,321,305.61 a quota established by Washington, D. C., Treasury officials. Secretary Henry Morgenthau suggested a \$75 per capita quota, but Multnomah county and state war finance committees stepped up the local quota to \$100 per capita, which was bested by \$2.68.

"This record is outstanding when it is considered that very unsettled conditions interfered with the smooth running of the drive," Sammons stated recently. "The destruction of all records by fire at Oregon Shipbuilding Corporation and the subsequent loss of \$1,000,000 in war bond sales, the disturbing influence of the Christmas buying season, as well as the shifting of building contracts, have constituted a hurdle which was squarely met by war plant employees. All credit for the drive success goes to A. F. of L. unions and members who took full responsibility for planning and carrying out the solicitation."

Detloff said credit was due to individual workers and war bond committeemen in each plant involved.

Paychecks pile up at Kaiser's; does any of it belong to you?

Henry Kaiser shipyards recently published that they were holding \$491,000 in pay checks which workers in this area alone have forgotten to claim.

Explanation of this oddity is divided among lapses in memory, wartime prosperity, and failure of those who have left their jobs to realize that pay periods run a full week behind the work periods.

Funds remaining unclaimed when the war ends will probably revert to the U. S. Maritime Commission on whose accounts the checks are drawn.

This same situation is no doubt true of other shipyards in the bay area. It may also be true of construction companies in some cases where men have been laid off and not picked up their checks. Look over your own records and if you have any money coming to you, collect it now!

Report to the members

By VICTOR S. SWANSON
Local Union Manager

It is now two months since I wrote anything for our Engineers News, so I am going to try to give you some report on our Union and its activities.

First, may I say work is keeping up very well, considering the drop off of new construction, and the cold weather that has set in, in certain sections of our jurisdiction, particularly Utah and Nevada. In spite of all that our "out of work" list is small, and would be still smaller were it possible to get the members to accept jobs away from their homes. Of course, this they cannot do in many cases because of the difficulty of traveling, and the gas and tire shortages.

Friendly Relationships Between Members and Representatives

In my visits to our various offices I find a very happy and satisfactory relationship existing between our membership and the Business Representatives. It is this friendly and co-operative spirit which has helped to make our union show such wonderful progress during the last years. Yes, in spite of the arbitrary policies of certain governmental agencies in some localities.

There, of course, have been times when we were certainly entitled to wage increases, but were met with the simple statement, "We are at war." This has made the Business Representative's job anything but pleasant.

Local No. 3 has an understanding membership which is our greatest asset, and they need not be told we are at war. All of us have some dear ones in it, and are praying and hoping for their safety and that they shall return home soon "for keeps." Yes, and when they do return they shall find a better union than when they left, if possible. That is our job—our job at home, Brothers!

In some localities I sometimes find minor misunderstandings, which, if permitted to go on, would cause difficulties in the long run. There is always a sure remedy if properly applied. A meeting can be called in such localities and all the facts presented before the membership, and they, themselves, are always the best judges.

For instance: I can cite a recent case in the district of Eureka, California. There were some rumors of dissatisfaction over the Business Representative there. A meeting was called for January 27. A large number of members showed up. The entire question was discussed at length, with the membership finally deciding to take a secret vote to see if there was any opposition to the representative.

The vote proved that there was no worth while opposition. In fact, it proved beyond any doubt that he was one of the most popular representatives of all. Only six votes were cast against him. This entire matter is now cleared up and behind us. From now on there will be better harmony and co-operation and this will be of benefit to all members. I am sure Brother Otto Never is happy to know that the membership in Eureka district appreciates his untiring efforts in their behalf, for which I also am happy, and I wish to thank each and every member for his splendid co-operation and support.

Grievance Committee Can Settle Minor Disputes

Most of our troubles are caused by misunderstanding. In San Francisco where the main office is located, we have set up machinery to take care of grievances whenever they arise. This office covers all

the Bay area which includes approximately 70 per cent of our entire membership. The Grievance Committee is composed of Executive Officers and Executive Board members, which meet each Wednesday night at 1161 Market Street, San Francisco, at 7:30 p.m. to hear all grievances, both real and imaginary, and they try, if possible, to arrive at a satisfactory understanding and adjustment. If this cannot be accomplished the member is asked to bring his grievance before our regular meeting and there the membership will give the correct answer.

This system has proven successful in the Bay Area. However, inasmuch as our jurisdiction covers a large territory and some of the membership cannot come to San Francisco as travel is almost prohibitive, I would like to offer a suggestion for such cases, outside of this area.

I fully understand that when one believes he has a just grievance he is entitled to be heard. I visit all our outside districts from time to time. I would like to have any member who feels he has a just complaint, write to me personally, explaining the case, and state that he desires to meet with the Committee in his locality and perhaps we can do this, and arrive at an amicable solution for the problem. This will do much to promote harmony and good feeling between the membership.

Constructive Criticism Builds Local Union

We, of course, have those among us who can only find fault with everybody, particularly your officers and Business Representatives. If they lose a job it is just "some one else's fault." They never can see that it may be incompetence; may be talking too much; may be trying to mind everybody else's business but their own, or possibly all three. If they should avail themselves of the opportunity of being candidates for office they immediately commence knocking everyone in office, promising everybody steady jobs if elected; yet they cannot keep jobs themselves. What men! And what a union if they could be elected—which, of course, never happens.

These men spend much time and effort trying to create dissension and trouble among our members. Just think if all their effort and time were spent promoting the welfare of the Union, what a glorious thing it would be for all! Local No. 3 is fortunate indeed it is not cursed by many such individuals.

Men of ability and the knowledge of how to apply it on the job, and who demand and receive the wages and conditions they are entitled to are the backbone of the Union. Cry-babies never build anything! You, yourselves must do the job; the Union can't do it for you. The Union can only fight to improve wages and conditions in your work.

Local No. 3 is indeed blessed
(Continued on Page 8)

ENGINEERS' NEWS

Formerly Monthly News Letter

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

published each month by

LOCAL UNION No. 3

of the

International Union of Operating Engineers

Northern California, Northern Nevada

State of Utah

Subscription price: \$2.50 per year

Office: 1161 Market Street

San Francisco, California

Entered as Second Class Matter September 9, 1943, at the Postoffice of San Francisco, California, under the Act of August 24, 1912.

News from the San Francisco office

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

Word from the jobs

Construction work in this area dropped down considerably since the last report. Of course weather conditions have been quite a deciding factor, but more so there has been the lack of new contracts being let for more new work. There are several proposed new projects including Hunter's Point, but at present no new contracts are being advertised.

HUNTER'S POINT NAVAL PROJECT

As probably has been noted in the daily press an additional \$43,000,000 has been appropriated for another new large drydock, outfitting piers and quay wall along the southern edge of the project. This work will not start for at least two months.

The following jobs at Hunter's Point are now in progress: Gerwick, Morrison and Twaits job is rather slow at present due to the lack of proper fill material, preceding the coffer dam work. A

number of our Brothers are busy on the job.

American Bridge Company is busy on their steel erection job; two crews are working.

Barrett and Hilp is still putting up buildings for the Navy.

Joe Gerrick's crane erection job is still in progress.

IN AND AROUND SAN FRANCISCO

Eaton and Smith have started their track removal and street paving job on Market Street. They are also grading and excavating for a new WAVE Barracks on Ocean Avenue near Brighton. They have about completed their job for Soule Steel Company.

Standard Building Company's Housing Project at Third and Army Streets, is moving along nicely with several members employed.

Pacific Bridge Company is now working two shifts on the pier job at Bethlehem Shipyard. Several

Brothers are busy on the job, including mechanics and welders.

Healy-Tibbetts is driving piles on the Pacific Bridge Company job at Bethlehem, and is also working on Yerba Buena Island on Navy piers.

Dinwiddie Construction Company is starting to build the new WAVE Barracks on Ocean Avenue.

Charles Harney is applying the finishing work to the Housing Project off Carroll Avenue, grading and oiling streets and spreading red rock over parking areas.

Tom Harney is back in construction work, doing a job on Twin Peaks for real estate development. A cat and shovel are working on the job.

CONSIDERABLE ACTIVITY ON WATERFRONT

Considerable activity is evident along the waterfront, both among the ship repair yards and the stevedoring companies. Matson, United, General and Bethlehem, are

receiving about all the ship repair work they can handle at present. Increased war freight shipments along the waterfront among the stevedoring companies is keeping our Brothers busy with considerable overtime involved.

Marinship at Sausalito is progressing smoothly, with only an occasional new hire. Most of the Brothers are staying on the jobs which is most gratifying under present conditions.

RAIN SLOWS WORK IN SAN MATEO COUNTY

Ford J. Twaits Company at Tanforan have finished their project. Engleson has about another week of cleaning up. I understand there is about \$3,000,000 more to be spent there immediately. The Union Paving Company job in front of Tanforan and the Highway is about half finished. This is just a small shoulder job anyway.

Ken Royce Gravel Plant at Rockaway Beach has been going ahead full blast, building roads

into the plant site; they should start erecting the gravel plant in the near future. The other quarry at Rockaway Beach has been getting out a lot of material for Tanforan, and various other projects.

Sorenson's job at Mills Field is away behind schedule due to bad weather conditions, and it is pretty tough getting rock out of the hill back of South San Francisco. The paving of the concrete runways at Mills Field should get under way about March 1. This will be one of the largest concrete slab jobs that we have ever had in this area.

Tobins pipe-line at San Bruno is about through. L. C. Smith's grading at the Housing Project there is tied up due to the weather.

Belair Shipyard has one crew still employed there.

All other work in the county has been more or less tied up due to the heavy rains. We are hoping that with the weather clearing up there will be lots of new activity in the county.

Daily construction report

January 3, 1945

TRACY, Calif.—Contract awarded to Pestana, \$20,501 for furnishing and laying 6 in., 8 in. and 10 in. cast iron water mains.

LIVERMORE, Calif.—Contract awarded to Macnson, \$18,887 for addition to boiler plant, N. A. S. Livermore.

PORT CHICAGO, Calif.—Contract awarded to Moore & Roberts \$138,750, for const. battery charging, elec. truck and overhaul shop and storage buildings.

SAN FRANCISCO, Calif.—Contract awarded to M. J. Lynch, \$31,863 for concrete parking lanes, Mission St. between 20th and 25th.

OAKLAND, Calif.—Contract awarded to W. F. Lynn, \$19,869 for alterations for N. P. facilities at Oakland Regional Hospital.

January 4, 1945

HAMILTON FIELD, Calif.—Contract awarded to MacDonald & Kahn, \$190,000 for construction of a passenger terminal at Hamilton Field.

January 8, 1945

OAKLAND, Calif.—Contract awarded to Fredrickson Bros., \$14,634, for construction unloading facilities at Oakland Army Base.

January 9, 1945

HELPER, Utah—Contract awarded to F. H. McGraw Co., \$43,217 for construction of 2,000,000 gal. reinf. conc. covered reservoir.

RICHMOND, Calif.—Contract awarded to R. Goold & Son, for \$6,117, for additional railroad track at Richmond Class. Yard.

OAKLAND, Calif.—Contract awarded to Freethy Kimball Co., \$30,000 for const. steel frame shop and office building at 555 High St.

January 9, 1945

TRACY, Calif.—Contract awarded to Grinnell Co., for \$242,051 for const. sprinkler system in warehouses at Tracy.

MODESTO, Calif.—Contract awarded to Sam Bisset, \$24,096 for installing nurses' call system at Hammon General Hospital.

January 10, 1945

BENICIA, Calif.—Contract awarded to Fredrickson Bros., \$6,511 for expansion of Post Cemetery, Benicia Arsenal.

HUNTER'S POINT, Calif.—Contract awarded to Twaits, Morrison, Knudsen, \$242,725 for const. of a breakwater for Dry Dock No. 7.

HELPER, Utah—Contract awarded to F. H. McGraw Co., \$43,217 for const. of 2,000,000 gal. reinf. const. covered reservoir.

January 11, 1945

SALINAS, Calif.—Contract

awarded to Howaon Bros., \$129,511 for increased housing facilities at Salinas Army Air Base.

January 12, 1945

OAKLAND, Calif.—Construction Brief: A \$20,000,000 bond issue is being considered by Oakland, Cal., for construction of: Storm & Sanitary sewers, \$5,800,000; combined justice courts and police administration building, \$2,000,000; street work, \$7,000,000; central library, \$1,500,000; recreation projects, \$2,000,000.

January 15, 1945

HAMILTON FIELD, Calif.—Contract awarded to Peter Kiewit Sons \$127,865, for hangar erection and lean-to- at Hamilton Field.

OAKLAND, Calif.—Contract awarded to Runcanson Harrelson, for remodeling existing passenger slip into a freight ferry slip.

January 16, 1945

BELMONT, Calif.—Contract awarded to Western Pipe and Steel \$12,160 for construction of a 51 ft. diameter by 48 ft. high welded steel water tank.

SAN FRANCISCO, Calif.—Contract awarded to Dinwiddie Const. Co. \$931,800 for const. 18 frame quarters for WAVES including utilities at Balboa Park, S. F.

January 18, 1945

SAN FRANCISCO, Calif.—Contract awarded to C. F. Parker, \$36,435 (90 days) for const. reinf. conc. church bldg. at Geary and Franklin Sts.

January 22, 1945

ST. HELENA, Calif.—Contract awarded to Seward Pearson, \$19,717 for const. of shop classroom bldg. at St. Helena High School.

REDDING, Calif.—Contract awarded to H. J. Boese and Paul Boese for rental of one only well drilling rig comp. with equipment.

January 23, 1945

SACRAMENTO, Calif.—Contract awarded to Mercer Fraser Co., \$131,324 for const. of conc. bridge and approaches across Little River, 10.5 mi. north of Arcata.

RICHMOND, Calif.—Contract awarded to Morrison Knudsen for const. 2 reinf. conc. finger piers at Repair Facilities Basin, Yard No. 3, Richmond.

RICHMOND, Calif.—Award recommended to Macco Const. Co., Freight and Ferry Sts., Oakland, for yard piping Repair Facilities Basin, Yard No. 3.

RICHMOND, Calif.—Award recommended to Emerson Newberry Co. for installation of electrical distribution and communication system, Repair Facilities Basin, Yard No. 3.

RICHMOND, Calif.—Contract awarded to J. Henry Harris, \$18,959, for drainage and improvement at Richmond, under Projects, Calif.

SACRAMENTO, Calif.—Contract awarded to Holdner Const. Co., \$89,100 for const. cadet nurses' home, consisting of dormitory facilities at the Hospital.

OGDEN, Utah—Contract awarded to Palmer and Son, \$31,762 for insulating and heating warehouses at Ogden Arsenal.

January 24, 1945

SAN FRANCISCO, Calif.—Contract awarded to A. D. Schader \$59,997 for const. hospital car trackage at Cressy Field, Presidio.

SAN FRANCISCO, Calif.—Contract awarded to W. C. Akard, \$25,687 for const. of new office building Pier 15.

OAKLAND, Calif.—Contract awarded to Whalin Bros., \$12,892.

BERKELEY, Calif.—Work contemplated, Congress has authorized the U. S. District Engineers to proceed with surveys and studies for the contemplated construction of the Golden Gate International Airport, to be located in the East Bay north of Berkeley pier. Work will involve construction of retaining walls, dredging channel, approximately 72,000,000 cu. yd. fill, construction of airport facilities and piers. Total estimated cost \$25,000,000.

SAN FRANCISCO, Calif.—Contract awarded to S. J. Amoroso Const. Co., \$63,877 for addl. temp. prefabricated classrooms at Ulloa School.

January 23, 1945

MOFFETT FIELD, Calif.—Contract awarded to John Pestana, \$13,731 for construction of sanitary sewers at Naval Air Station.

SACRAMENTO, Calif.—Contract awarded to Mercer Fraser Co., \$131,324 for const. of conc. bridge and approaches across Little River, 10.5 mi. north of Arcata.

January 29, 1945

TREASURE ISLAND, Calif.—Contract awarded to Dinwiddie Construction Co., \$149,700 for construction facilities for assembly, instruction, bag inspection and medical examination at Treasure Island.

SAN FRANCISCO, Calif.—Contract awarded to Piombo Bros., \$49,509, for const. open storage facilities Navy Overseas Freight Terminal, S. F.

HUNTER'S POINT, Calif.—Contract awarded to Cahill Bros., \$313,983 for const. of a 156 ft. x 255 ft. reinforced concrete and steel outside machinist and diesel over-

haul shop, Bldg. 134, at Naval Dry Dock.

HUNTER'S POINT, Calif.—Contract awarded to G. W. Williams \$74,330 for extension of Admin. Bldg., 101.

EMERYVILLE, Calif.—Contract awarded to Cahill Bros., \$450,000 for const. drainage and pumping crete office and factory bldg.

SUNNYVALE, Calif.—Contract awarded to Peter Sorenson \$3,600 for restoration of City Park.

January 30, 1945

OAKLAND, Calif.—Contract awarded to J. D. O'Connor, \$21,410 for const. drainage and pumping plant at Oakland Municipal Airport.

VALLEJO, Calif.—Contract awarded to Barrett and Hilp, \$88,800 for const. of 300 man barracks at Naval Ammunition Depot, Vallejo, California.

MARE ISLAND, Calif.—Contract awarded to M. J. King, Inc., \$126,921 for const. of additional enlisted Waves Barracks.

VALLEJO, Calif.—Sub-contracts awarded as follows to M. B. McGowan, Inc., by:

Barrett & Hilp—for pile driving work in connection with const. of 300-man barracks bldg. N. A. D. Vallejo.

J. D. O'Connor Const Co., for furn. and driving piles in connection with const. of drainage and pumping plant at Oakland Munic. Airport.

Piombo Bros., for driving piles in connection with const. open storage facilities, Naval Overseas Freight Terminal.

January 31, 1945

RED BLUFF, Calif.—Contract awarded to Liston Ehorn, \$9,000 for const. utility buildings, Naval Aux. Ferry Service Unit.

February 1, 1945

TURLOCK, Calif.—Contract awarded to K. R. C. Const. Co. \$4,262, for installing concrete lining in the Wemyss ditch in Improvement Dist. 313A on Paradise Road.

ALAMEDA, Calif.—Contract awarded to A. D. Schader, \$36,000 for reballasting tracks and repaving track areas along Clement Ave. from Walnut to Broadway.

February 5, 1945

CHICO, Calif.—Contract awarded to M. J. Ruddy & Son, \$18,572 for shooting and target butt, control house and paving at Chico Airfield.

February 6, 1945

SAN FRANCISCO, Calif.—Contract awarded to Lowrie Paving Co., \$7,170 for paving Mariposa St., Yard.

SALT LAKE CITY, Utah—Contract awarded to Gibbons & Reed, \$12,773 for paving and drainage facilities at shed 304, Utah A. S. F.

SAN FRANCISCO, Calif.—Contract awarded to A. S. Dutra, \$1,740 for reconstr. retaining levee at S. F. Airport.

(Continued on Page 8)

STARS IN SERVICE

LEW JENKINS
FORMER LIGHTWEIGHT CHAMP, NOW IN THE COAST GUARD TAKES A MINUTE OFF FROM HIS LANDING CRAFT DUTIES FOR A BIT OF CHOW DURING THE INVASION OF NORMANDY—BUT YOU CAN'T AFFORD TO TAKE ANY TIME OFF FROM YOUR BOND-BUYING DUTIES!

BUY MORE WAR BONDS!



What's doing in the Oakland office

By Al Clem, H. W. Metz, Joe Walther and Wm. Speers, Business Representatives

Big Post-War Program Scheduled for County

In a recent report to the Oakland Chamber of Commerce, R. H. Biggs, Chairman of the City of Oakland Work Pile Committee, made the following announcement.

Oakland's work pile tabulation and its post-war program stand among the brightest in the Nation, with scores of business and industrial firms of all classifications awaiting Government word to launch the

remodeling, expansion and construction program.

The post-war program is scheduled to include expansion of private business for approximately \$156,635,400; City and Alameda County public improvement projects, exclusive of Federal and State appropriations, \$75,000,000; construction of 100 apartment buildings, \$16,000,000; 85 new industrial plant buildings to cost \$11,643,000; 50 new retail store buildings, 10 new theaters, 13 new churches and construction of a major hotel; construction of 12,800 homes, \$77,200,000; transportation, communications and public utility improve-

ments, \$5,056,000; remodeling, \$6,400,000.

Industrial concerns expect to build 135 new industrial and commercial buildings in Oakland at the war's end.

Oakland department stores expect to spend \$3,500,000 in modernization; motor car dealers, \$1,500,000, and finance and banking concerns, \$750,000.

"This huge volume of post-war work that is ready to go as soon as possible will provide work for 46,372 men for one year, thereby materially contributing to the solution of Oakland's employment problem during the reconversion period," Biggs said.

RICHMOND SHIPYARDS ENTER TRANSITION PERIOD FROM BUILDING TO REPAIR WORK

From his east coast headquarters, Henry J. Kaiser issued the following statement: "The Richmond shipyards are entering into a transition period from shipbuilding to ship repair work."

The Kaiser statement continued: "Shipyards One and Two have yet to build and deliver, under existing contracts, 96 Victories. The Navy has long been anxious to have these yards take part in major repairs and conversion. It is expected that preparations for this work will begin immediately and the transition completed gradually over the period of the next nine

months as new ship construction declines."

Meanwhile Yard Three has enough C-4 commitments to keep workmen there busy the rest of the year and in addition is preparing for navy repair work. Yard Four, also, has the larger part of its C-1 contract to complete.

That there is no large-scale lay-off contemplated here is emphasized by this statement from management: "We urge every employe to stay on the job. They are needed for many months to come in the construction of new ships, repair of damaged ships and other work that is to be undertaken at the yards. It will take every single one of the men we have on the payrolls now."

Getting around the jobs

The General Engineering Company is expanding their yard to include most of the old Pacific Bridge Company's yard. The change will be gradual and is not expected to interrupt the personnel of either the Walter Johnston Co., or the present General Engineering Co.

United Engineering Company is also expanding their yard. Duncanson and Harrelson are completing their contract of building docks on the west end of the yard. United has an A.R.D. steel floating drydock anchored permanently to one of the new docks. This drydock is fitted out to handle ships of the destroyer size.

The Moore Drydock Company

has two new drydocks in Commission in the West Yard. One has a capacity of 18,000 tons, the other can handle ships of 2800 tons.

New construction work will end in July of this year with the delivery of the last C-2 ship. From then on both the East and West yards will be devoted to repair.

The yard's employment levels will be lower on a repair than they have been on a new construction basis.

This news probably answers the question, "why the graveyard and part of the swing shifts were laid off."

The W. A. Bechtel job at Brentwood is coming right along. At the

present time we have seven engineers out there.

Guy Atkinson's job at the Hercules Powder works in Pinole has slowed down considerably, there being, at the present time but one Cat in operation. In about one week, however, they expect to use three more as they will be getting ready for the next building.

The Ted Watkins Company from Linden, California, has a crusher plant in operation at the Blake Bros. Quarry.

Yard No. 1 in Richmond is starting to do some repair work and it is rumored that there will be a gradual change-over from new

construction to repair in this yard.

The Lee Immel job on Eastshore Highway was extended to the Berkeley Overpass. There are about ten members on this job at the present time.

The McGowan job at the Richmond Standard Oil Plant has just recently been completed.

Lewis and Close have a job in Livermore. It is on the large housing project going in out there, and we have about 4 members working on this job at present.

The Barrett Hilp Rutherford and McDonald job at Concord has been going up till the time the present

rain set in. There are about 210 of our members on their payroll.

Piazza and Huntley report that though the rain has slowed them down somewhat on their Oakland Airport job, they expect to be going again in the next few days. There are approximately 20 members on this job.

Baker Bros. have about two weeks work on their sub-contract at the Oakland Airport.

Clearances fell off somewhat this month, 571 being cleared as compared with 668 for the month of December. This slowing down is due partially to the weather conditions and the fact that quite a few of the jobs are winding up.

News about the brothers:

Brother Sam M. Matusci, Crane Operator in Richmond Shipyard No. 1 was injured fatally in an accident at the yard on January 31st. Matusci, who made his home in San Pablo, is survived by his young daughter, Diane.

Brother H. O. Ostrom, who has been working in this area for some time, passed away in Porterville the early part of this month.

We regret to report the passing of the wife of Brother G. F. Cummins. Mrs. Cummins' death occurred on the 25th of January.

The members of the Engineers Union lost a good friend when

Claude Elsea was killed early this month. While not a member of the Engineers Mr. Elsea was well known and liked by all. He was equipment foreman for the Stolte Company, and at the time of his death was working on the Alameda job.

Another of our members who has been on the sick list is Brother Ivan Wiley. He was in Merritt Hospital but has returned home now.

Brother Meryl Meyes has been in Providence Hospital where he was operated on for an old eye injury. Meryl is home now and feeling quite well, but he thinks it will be about one month before he is released for work.

Convalescing from a recent operation performed in the Permanente Field Hospital is Brother Tom Aylward, Crane Operator in

Richmond Shipyard No. 2. It will be approximately 3 more weeks before Tom can be back on the job, but we are glad to report that he is feeling much better now, and is very anxious to get back to work.

Brother J. L. Jackson of Richmond Shipyard No. 2 is the new Steward on swing shift. Brother Jackson is a Whirley Operator in this yard.

Brother Chick Polin is still in the Compressor house in Yard No. 2. We feel that Brother Polin deserves a great deal of commendation due to the fact that, while he has been in the yard since May 10, 1941, he has yet to be absent without authorization. Keep it up, Chick!

Brother Curt Collett is in Merritt Hospital recovering from an operation following an attack of acute appendicitis. He is to be re-

leased within the next day or so. Curt has been operating for Bigge for some time.

Brother John T. Broderick met with an unfortunate accident while crossing the street near his home. He was knocked down by a car and suffered a fractured arm. He was taken to Highland Hospital for emergency treatment, but is going into the East Oakland Hospital soon for observation and x-rays. Brother Broderick has been operating a ditching machine on the Lewis and Close Housing job in Livermore.

Two of the Crane Operators in Moore's West Yard have been on the sick list. Brother Le Roy Doug-

las has just returned from the St. Francis Hospital where he underwent an operation for the removal of his appendix. At the latest report he was doing nicely. Le Roy is one of the oldest operators in the yard, having been on the payroll since 1941.

Brother Roy Boroff is the second member who has been ill. He had an emergency appendectomy the latter part of January and has also just returned from the hospital.

Brother C. A. Dinneen, Plate Shop Operator in Yard No. 1, who was severely injured in an accident in the yard just before Christmas, has been released from the field hospital and at the last report he was getting along nicely.

Our boys in service

Brother Private Joe Brooks, who was formerly in the infantry, has been transferred to the Army Construction Battalion and is now stationed somewhere in the South Pacific.

Brother Walter Dudley, another of our members going into the service, is joining the Merchant Marine.

A visitor to our office this week was Brother Joe Garrigan BM 1/c. Joe, who was transferred from S.R.U. to regular Navy, expects to go overseas in the immediate future. He was stationed in Alabama for some time but at present is located in Albany and would enjoy hearing from any of the members.

Brother L. W. Straight MM 1/c has been enjoying a leave—his first since entering the Navy one year ago. He is stationed at the Naval Repair Base at San Diego, where he is maintaining and operating heavy equipment. He says he likes his work but wouldn't be too much surprised to get a definite change of scenery in the near future.

Brother Martin Camera, who worked in Kaiser's Richmond Yards No. 1 and No. 2 is now a gunner on a Merchant ship. He has just returned from a trip to Calcutta.

Another of our members leaving for the Service is Brother Vern Klein who has taken his Service Withdrawal.

A recent visitor in Oakland was Brother Wasson. A former leaderman in Prefab, Brother Wasson is now a Lieutenant in the Maritime Service and is serving with the Fleet in the Pacific.

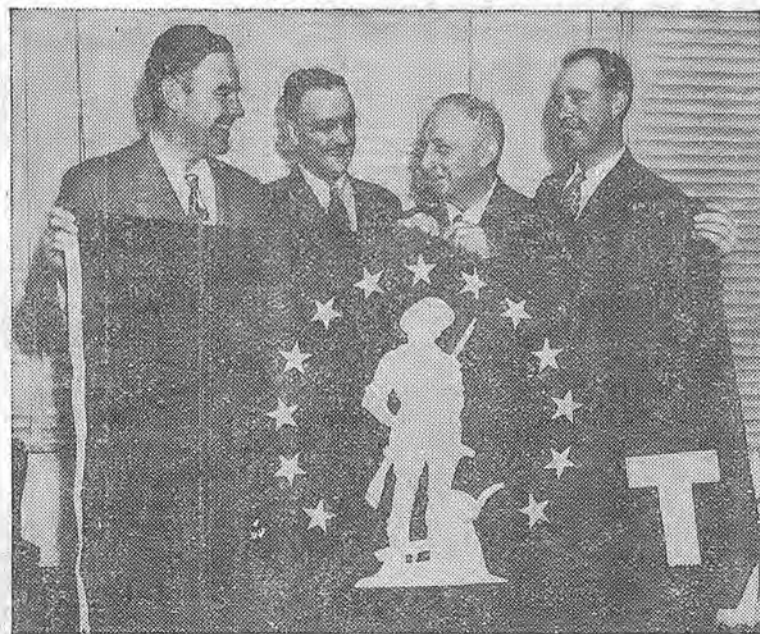
We received a letter from Brother Pfc. Stanley Sipes, stationed somewhere in the Pacific Area. Stan closed his letter by saying: "Please send my regards to all the fellows, and especially those fighting, working and 'standing in line' away from home. If any of the Brothers can find time, I'd appreciate a line." His address is Pfc. Stanley Sipes, U.S.M.C., 11th Amphibian Tractor Bn., 5th Marine Div., c/o F.P.O., San Francisco.

Old books can be secured by Oak. members

As we have had numerous requests from members who desire their old books (prior to July, 1944) we want to remind you that they can be obtained by contacting our branch office in Oakland, at 2221 Webster Street, Phone TW 2120, where they are being stored. The books can be mailed out to you, or you can pick them up personally.

It would be a good thing for all of us to check our dues cards (or book if you carry a book), to see that we are paid up to date. Remember dues are payable on the first day of each month. Many members choose to pay a quarter at a time which eliminates many trips to the office, and which helps to insure your card being paid in a current condition.

—T. M. BYNON.



First Steamship Company on the Pacific Coast to win the Treasury Department "T" Flag for Merchant Seamen was THE McCORMICK STEAMSHIP COMPANY, whose crew on the SS. George H. Powell today subscribed 22% of the total wages of the ship's payroll, in the purchase of U. S. War Savings Bonds, under the PAYROLL SAVINGS PLAN.

Under the Treasury Department's New Payroll Savings Plan for Merchant Seamen, ships' crews may buy U. S. War Savings Bonds on the allotment plan while at sea.

Round-up of the news from Utah

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

From Provo:

During the month of January there was little change in the work in the area served by the Provo office. The weather remained fairly moderate, only one storm of any consequence having occurred, and little time was lost by the membership because of this. The prospects for additional work during the coming month does not look any too bright because of the time of the year and the progress of the war which has stopped the approval of some work which otherwise might have started.

Two or three contractors in the area may have need for additional men if the weather moderates or if they can get their ceilings raised. While we haven't been able to do much about the weather, we are working on the question of ceilings. During the past month I visited the Cedar City area. Work in this area is fully manned at this time and the conditions under which our members work have improved considerably. The weather has proven a little troublesome there but so far has caused but little loss of time.

In regard to the progress of the agreement before the War Labor Board, I am informed by Brother C. L. Casebolt, Secretary-Treasurer of the Utah Metal Trades Council, that the A. F. of L. and the company have until February 15, 1945, to file their briefs. Mr. I. B. Padway, of the A. F. of L. legal staff, is preparing the brief for the A. F. of L., Brother Casebolt informs me. Just when the Board will act is not known but everyone hopes for an early decision as many of the questions that are of concern to our membership at the plant will be settled by the Board's decision.

STEEL PLANT GRIEVANCES BEING SETTLED RAPIDLY

Organization work at the steel plant is proceeding nicely and a number of new applications have been written during the past month. During the month there were a number of grievances filed affecting the engineers. Most of these grievances are in the process of being processed and will be processed as rapidly as possible to a final, satisfactory settlement.

The majority of these grievances concern seniority or the temporary reduction in pay and position of an employee due to reasons within the control of the company. It is our opinion that seniority should govern all promotions and that when a man goes to work in the morning he should know definitely under what terms he is going to work, not be subject to assignment, as to position and pay, after he gets to work. Needless to say every resource of the A. F. of L. will be used to fight this pernicious stand of the company.

If any of our members employed at the plant have a grievance they are urged to consult the nearest job steward or Grievance Committeeman. Stewards are now functioning in every department and on every shift (if they aren't we would appreciate being informed) and one should be working near you. Keeping still about your complaints will not help the matter, on the contrary, it may only aggravate the situation by establishing an unsatisfactory and troublesome precedent. Do not be afraid to file grievances. You are protected under the agreement and if any one attempts to discriminate against you for doing so, you have every resource of the A. F. of L. and the laws of the United States behind you to protect you.

The attention of every member in the Provo area is drawn to the weekly meetings. Operating Engi-

neers Local No. 3 now meets every Tuesday night at 8 p.m. in the Laborers' Hall, 35 North Third West, Provo. These meetings are proving exceptionally interesting and every member in this district is urged to attend. If you are working at the Geneva Steel Plant bring a fellow worker who doesn't belong with you. Let's get organized because it is only by organization that we can make the Geneva plant a fit place to work.

—C. R. VAN WINKLE.

From Salt Lake:

Most important thing this month was securing Governmental approval of the wages to be paid on the Senter F. Walker contract at Cedar City. We received word by the grape vine that these wage rates were being kicked about in Washington, but through the good offices of Business Manager, Victor Swanson and those of our International President, Brother William E. Maloney, they were promptly approved. The Brothers working on the project wish to express special thanks to Brothers Swanson and Maloney for the quick action and good results obtained.

We are now negotiating one new contract at Cedar City and incorporating one existing agreement with the Utah Construction Company for the Iron Mountain Mining Industry in Southern Utah. This undoubtedly will prove a large field in the future developments in this state.

Out in the Uinta Basin a wild cat oil field is rapidly developing. There will be considerable activity in this vicinity. We will have a better report on that territory for next month's paper. Brother John Helco is operating a welding shop in Vernal (in that district), employing two members. I believe they are the only union men employed in that part of the state. At this time, however, should this community change from an agricultural to an oil producing section, there will be plenty, plenty of engineers out on the old "out-law trail."

This month I spent some time in Provo with Brother Van Winkle, also spent some time with Brother Ledingham in Ogden and I found it just as cold in Salt Lake City as in their territories. However, outside of the weather everything is well in hand and everyone doing their part.

A former brother, Howard Nicholson, dropped in for a visit. He was spending a few days with Brother Blackie Webster, in Bountiful. He is now Lt. Nicholson, U. S. Army Air Corp.

We received notice that Brother Langford Ostler Jr., Local No. 353, was wounded while fighting in France. We have also received the bad news of Brother Joe Riley. Brother Riley is stationed at Fort Sill, Oklahoma, and had the misfortune to break his right arm in two places. "Tough luck, Joe," but it will save you a lot of hard work while in the hospital—but can you shoot craps with your left hand?

Our congratulations to the following brothers:

Brother Kenneth Vernon who is the proud father of a new son in December.

Brother Frederick Martin, also became a proud father of a son on January 17th.

Brother Wm. Brighton who was a proud father of a daughter born January 23rd.

We are informed that the mothers and children are doing nicely and that the fathers have quit shaking.

—C. L. CASEBOLT.

From Salt Lake:

This month my work primarily consisted of visiting the various jobs. They have all been somewhat curtailed owing to the weather. There have been no new contracts let.

The Utah Construction job at Baccus employs 31 of our men and are going along very nicely. This job may be further slowed up for the next few months but will maintain a crew the year around.

Apparently we have the firm of Floyd Whitting doing some work for the Government at Granite City. Not going along too good. This matter is in the hands of the Building Trades Council as other crafts are involved and should be straightened out in the next week.

Young and Christensen Brothers have completed their hangar job at Wendover and will not start paving at 21st South and 4th West until after the ground thaws out.

Enoch Smith and Sons are being hampered with frost but will maintain their crews.

Morrison-Knudson are working two rigs at North Salt Lake. Will finish this in a few days and are sending their crews to Las Vegas.

Gibbons & Reed are the low bidders on a small concrete job at Boulder Dam and will move out soon. The larger contract was let to Atkinson and Company.

Utah Construction Company have purchased a new office and shop site on the Denver and Rio Grande Railroad, 21st South. They have finished grading and are moving idle equipment to this location. They plan to move their Garfield and Ogden shops to this site and use it as a permanent base of operations. Excavating for the railroad at Roper Yards is completed. Brother Frank Perry and Brother Frank Burdette moved the dirt.

So, until next month we bid you good-bye.

—T. L. CLARK.

From Ogden:

Ground Hog Day, Ogden, Utah.—No sun, no ground hog—must have stopped in our bargain basement and forgot there is an outside world and left us to depend entirely upon the weather man's crystal ball which is always gumming up the game for us. The weather is still bad and will probably be so for the next few weeks.

We have a few brothers on the out-of-work list. Not much new work in sight at this time.

During the past months we have placed a number of brothers in the Supply Depot on temporary assignments. The U.S.E.S. has guaranteed they will be released when we have construction work for them.

We have had many comments from the Engineers in this vicinity about this paper. They all wish it could be gotten out earlier in the month and are deeply interested in its progress. Also we have many favorable comments about it owing to the absence of advertising. They all look forward to receiving the latest news through our paper.

We have had one meeting in connection with the Laborers and Teamsters regarding the Rock, Sand and Gravel agreement. Brother Casebolt attended this meeting with me and assured the contractor we were willing to negotiate an agreement covering the entire Rock, Sand and Gravel industry in the state but would not be a party to signing with a few contractors and not covering the others. It would have to be "all or none."

W. W. Clyde Company has a

small job of paving at 2nd Street Storage Depot.

Utah Pomroy job at Clearfield is making good progress. Subcontractors are all union and have provided steady work for our men this far.

Olaf Nelson Company working at Clearfield has had to shut down owing to frost and will not start until the ground thaws out.

Stroud & Seabrook have finished their Roy sewer job and are shipping their equipment to California.

Wheelwright Construction Company are making good progress on the Ogden sewer. They are doing a good job keeping a number of engineers busy.

Reynolds Construction Company

are doing a small job at Hill Field Arsenal and 2nd Street and have kept a number of engineers steady through the past year.

Clarence Waterfall is building a new shop on Wall Avenue. He will move his batch plant to this location. We also understand he is opening up new gravel pits.

The Morrison-Knudsen Company are doing some work on the Bamberger Railroad between Salt Lake and Ogden. This job was going slow on account of frost and should develop considerable work this spring and summer.

There are a few jobs rumored in this part of the state but as yet there is no authentic news to print.

—SCOTT LEDINGHAM.

Engineers staying on job in various Nevada areas

By H. L. "CURLEY" SPENCE

Business Representative

Ely—After returning from my trip to San Francisco, California, I found that Ely, Nevada, wasn't so bad after all. I was glad to get back, and see all my friends, who were right on deck here to see me when I arrived. They had taken care of my interests very nicely.

I have found there are lots of really good Union minded people here in Ely, White Pine County, in the State of Nevada, and I want to take this opportunity to thank each and every one of them for the wonderful support they have given me in my short time here. If they will continue to offer their support I will do all in my power to do a good job for them.

I was sorry to learn while in San Francisco, that the National Labor Relations Board had turned down the request of the Operating Engineers, Local No. 3, for a hearing, or an election, for the Engineers at the Ruth Pit, for if there was ever a group of men rightfully belonging to the Operating Engineers, it is this group of fellows. They all carry a paid up card in the Engineers Union Local No. 3. We have already filed for an appeal of this case with the War Labor Board, and will keep you posted on the happenings.

The Isbell Construction Company is going full speed ahead on their stripping job at Kimberly, Nevada. They have increased their Heavy Duty Repairmen crew some, and their churn drill crews also.

There isn't much turnover in the Operating Engineers members, but one of our good blade men did "pull a pin" last night. However, as a general rule they are a good steady bunch, although the snow gets pretty deep—and the wind sure can howl up there on the hill! Cat-skinners are pretty tough and rough and they stick pretty close to their warm kittys! The churn drill crews stay with the hole punchers although they are cold and wet—but the Isbell Construction Company is pretty good—they furnish an oil heater and try to keep the worthy Brothers warm and content.

The wild and woolly truck drivers are a tough lot of fellows who go and come quite frequently. I think there are at least three or four extra drivers on each shift, and then again there are a couple of trucks left in the barn. These truck drivers seem to like the Nevada Tea awfully well, and some of them get "bar flu" (or that is what they call it). I haven't been troubled with that terrible disease yet, but they tell me it is catching.

The weather seems to hold up Hall Brother Inc., Co. Dike job, also Copper Co. The shovel seems to fall apart quite often. Their ore

haul to Pinch has come to a halt. I am told there was some difference in the pay. Their local ore haul is slowed up on account of the snow being so deep at the mine. The Mount Hope Mine at Eureka is pretty much under snow also. The R. J. Burch Leasing and Mining Company mine at Spruce Mountain is going full speed ahead. They are shipping to the smelter at Tooele, Utah.

State situation looks better on labor statutes

WASHINGTON, D.C.—The labor situation on state legislative fronts looks far more encouraging than was anticipated.

In only a few of the 44 State Legislatures due to meet this year have anti-labor measures been introduced. Even more heartening is the fact that many governors, in their messages to the State Legislatures, have condemned sniping at labor's freedoms and have expressed friendly attitudes toward the trade union movement.

For example, in California, Governor Earl Warren called upon the legislature to avoid any legislation "that might stir up animosity between labor and management."

"In time of war I consider such a policy vital," he said. "In time of peace I consider it no less important. Repressive legislation in this field will never be the answer to our problems."

Similarly, in Pennsylvania, Governor Edward Martin, praised labor and followed up with recommendations for increased unemployment compensation; more liberal accident compensation; higher appropriations for mine and safety inspections; state-fostered low-cost housing and other forward-looking measures.

Ohio's new Governor Frank Lausche declared that "the welfare of our commonwealth is dependent to a most important degree on harmonious relations between agriculture, labor and industry; one cannot prosper without the other."

"The rights of labor must be protected," he said.

Another new governor, Maurice Tobin of Massachusetts, insisted that "the policy of our government should constantly be directed toward a full recognition of the dignity of the man and woman who labors."

However, anti-labor forces are still busy in Texas, Minnesota and Colorado where new legislation designed to hamstring unions has been introduced and where efforts are being made to counteract court decisions which have knocked out previous anti-union measures.

Today's version of "Gone With the Wind" is "Gone With the Smoke."

Fresno gets competition from old Jupiter Pluvius

By WM. C. WAACK
Business Representative

Fresno—The South San Joaquin Valley has received more than its share of rain in the past ten days. As much as a person from the Bay Area enjoys seeing large bodies of water, I much prefer looking at them in their more or less natural boundaries, with barges, pile drivers and tugs laboring at their usual work, and when you see a house on a spread of water it is usually a lighthouse. The barns, tank houses, as well as trees are not ordinarily navigation marks. So the Valley, in many sections at the present is temporarily opened to navigation. Three feet of water on the main drag at Visalia is something. Centerville, on the Kings River, is in much the same shape. Hanford is wet as can be and it's still raining. What will happen this spring at Tulare Lake is entirely speculative. We will report on that later.

The old quarry at Piedra, in the hills back of Fresno, is about to come to life. Sharp and Fellows, who have handled most of the Santa Fe construction, is reconditioning and planning to produce 1000 tons of ballast rock per day for Santa Fe.

Bob Ayers is our first engineer on the job and as the equipment comes in and the plant develops we hope that within 30 days Local No. 3 will have a sizeable number of men on this project. A camp and cook house is now being set up at the quarry.

Bill Lyles, for many years superintendent of Pacific Pipe Lines, at Avenal, has launched himself into the business of pipelines and trenches. Bill and the Pacific Pipe Lines has always been a supporter of Local No. 3 and we wish him well in his new venture.

Brother Tyler Lowe of Brown Materials, our genial steward of the Avenal District, called a meeting on the 20th of January. He was well supported by his co-workers and much information and "shooting the breeze" was indulged in. This district is growing fast and Local No. 3 can rest assured that these good brothers carry the prestige and respect of this community.

Haddock's crane came down from the Madera Canal, where Brother Waller and Johnson went for a short job and spent the summer. After a short overhaul they're going to the new Biscaglia Winery that Haddock is going to build on the outskirts of Fresno. Earl Wilson is herding 9 rigs between Delano and Poplar, land levelling. Their ripper is working day and night. Bob Langton is one of the new hands with the Haddock crew. Ralph Sedgwick has a carryall on the warehouse foundation at Tip-ton and Andy Purvis has wound up the resurfacing at Minter Field.

Martin Kritzer has both feet firmly set in the Fresno District. His outfit is land levelling in the Reedley District. He has 6 cats and

a rooster double shifted and he's bringing in two well drilling rigs. Brother Jack Lynch is handling these units, and Ray Kepley (if he hasn't already changed payrolls from Kritzer to Uncle Sam) is running the cat gang. Brother Ernie Grantwine has Tony Perry and John De Barros busting their knuckles and Earl Allgood as welder.

Floyd Adams is still in the repair shop with his busted collar bone. Brown, Doko & Baun have a truck crane at Coalinga. Their winter work is on the slow bell. Albie Gaylord is staying close to home for the winter, still land levelling.

Bigge moved into Merced and is dismantling the Yosemite Cement Plant on the Shelling road. Brothers Stroebe and Parisio are on the truck crane and Ray Post on the overhead. This is quite a project, the entire plant being carefully dismantled and crated for foreign shipment.

Brother Morris Hayes writes from Fort Lewis that it was his ambition to run shovel for the "Engineers." He ran for a few days and inasmuch as he couldn't pass his physical for overseas got transferred to the M.P.s. That's a letdown.

Brother Frank Sutton is, supposed to be hospitalized. Frank was wounded in France. Get well in a hurry, Frank. Capt. Petersen is in the middle of it again, on Luzon. Pete suddenly found himself in the center of a bunch of Jap parachuters coming down. They enjoyed the wingshots as they floated to earth, but those that landed dished out some misery. But Pete says "the old Petersen luck holds out." He is anxious to contact any of our members that happen to be in his theater of war. Let us try to get some of our 3 men together. Pete's Company address is: Capt. H. T. Petersen, O-924670, 839th Engr. Avn. Bn., APO 72, c/o Postmaster, San Francisco, Calif.

Service Withdrawal cards were issued to Vine Holland, Russell Wright and Henry Church. All hands wish you well—and a speedy return.

The National Association of Manufacturers also opposes the national-service idea, so maybe it's okay, after all.

Clip this out, and show it to those who knock unions!

Cleveland, Ohio
Here's a juicy item for West-brook Pegler, Mrs. Selvin's "Women of the Pacific," the Christian Fronters and labor-baiters in general:

You've heard of that "escape clause" written into wartime union contracts, under supervision of the War Labor Board, which permits a 15-day period during which workers can quit the union without job jeopardy. Well, District 28 of the United Steelworkers, has a report to make. Of 18,000 members, how many do you suppose took advantage of the "escape clause" to quit the union before maintenance of membership took affect again? EXACTLY 1 MEMBER! One out of 18,000. And that one man says he's going to get back into the union again.

As long as there's a cigarette shortage on, let Messrs. Pegler, Pappy O'Daniels and others of their ilk put THAT in their pipes and smoke it!

Eager Beaver



News from San Francisco office

Here and there with the brothers

(Continued from Page 5)

Brother Les Collett, U. S. Army, is stationed at Camp Beale, California.

Brother Arlen Beebe[®] is back from the service after spending some 22 months in the South Pacific. Brother Beebe said the going was pretty tough over there and he sure is glad to be back in God's country. He now is back at his old job with Eaton and Smith.

Brother Ray Belli is home nursing a broken arm, the result of an accident with a cat loader.

Brother Hugh Sharp is in Mary's Help Hospital, convalescing from an operation.

New Selective Service Regulations Announced

The recent work or fight order pertaining to men between the ages of 18 and 37 will seriously affect a large number of our members so far as draft

status is concerned. This information is made available so that our members in the age group mentioned may guide themselves in accordance with the rulings affecting Selective Service.

Under new rulings, any man in the age group of 18 to 37 and carrying a classification of 2A, 2B, 2C, or 2AF, 2BF, 2CF, is subject to reclassification into 1A by his Local Board at any time, providing the man does not follow the procedure as laid down by Selective Service Director. Any man with the above mentioned classifications and working on defense work cannot quit a job without suffering the penalty of immediately being reclassified into 1A. If he wishes to quit a job he first must file a form C667 with his Local Board, stating his reasons for wanting to terminate his employment; he then must await approval of the Local Board before he can leave his present job. If the

man is registered with an out of state board or any board not within easy distance, he may go to the Local Board nearest where he resides and obtain Form C667, fill it out, and have it certified by a clerk of the Board, then mail it to his own Board. Certification by a Clerk or member of the Board is necessary before his own Board will act upon a termination request.

This ruling does not apply to any man who has been fired or laid off at the completion of the job. The employer is required to notify a man's respective Board of his employment or termination, and his case is held pending his employment on a new job.

If the Local Board does not approve a man's request to quit a job, after the man has been notified by Local Board that his request has been denied, he has the right to appeal their decision, provided he does so within ten days after notification.

Both labor wings demand enlarged building program after war's over

Washington, D. C.

Demands of organized labor for a "greatly expanded post-war housing program to create jobs and provide decent living for all," were voiced by the AFL and CIO before the Senate Subcommittee on Post-war Housing.

Leading a double-barrelled attack against the threat of a post-war depression, Chairman Harry C. Bates and Sec. Boris Shiskin of the AFL Housing Committee submitted a detailed 10 year program for the construction of 15 million homes, describing it as the "minimum program for meeting accumulated demand."

"The AFL program can be brought into high gear within five years after the cessation of hostilities," Shiskin declared. He said it would yield nearly 2½ million jobs at the construction site alone and "full operation of the plan would bring employment to 6½ million workers directly engaged in production and handling of building materials as well as the building itself."

Advancing the CIO program for post-war housing, Pres. R. J. Thomas of the United Auto Workers and chairman of the CIO Housing Committee said the production goal in housing must harness new and ever increasing productivity of American workers to provide "everybody with constantly improving places in which to live."

To create 60 million post-war jobs, Thomas said, there must be 15 million more jobs than there were in 1940. "At this rate of increase the building industry would have to provide two million more jobs in the post-war period than it did in 1940," giving a minimum job budget for the industry of 6½ million construction workers.

Wholesale Co-op turnover hits \$4 billion mark

New York City Eastern Co-operative Wholesale, which serves 250 co-operative food stores in 12 eastern states, passed the \$4 billion mark for the first time in the 12 months period ending December 31. Actual purchases through the wholesale totaled \$4,088,000. This was an increase of 27.3 per cent over last year's volume of \$3,210,000.

Overheard in a bus: "Well, he couldn't afford to leave the job. After all, it was his bread-and-margarine."

Geneva purchase proposed for development in West

(Continued from Page 1)

make world markets such as we have never known. We want a unified America—not a regional America. We want industry to follow the population shifts until the whole country is enjoying the fruits of production. How can we plan to help China when we have not yet developed our own fair land to its real potentials? If all we want to do is make big industry bigger, and consolidate concentrated controls, we will go back to what we had. Then 100,000,000 Americans will see the end of their hopes for the kind of a world they are fighting for.

FULL DEVELOPMENT ASKED
I am not interested in going back to any system that means

scarcity, high tariffs, or any other restrictions on production. I believe in the freedom to produce, and I hold that it is as basic to peace and liberty as any of the freedoms thus far proclaimed. Free enterprise does not mean the concentration of control or supply. It means opportunity for more independence—full development in every area. This is no crusade for abstract ideals; it is an appeal for a West and South competing on equal terms not only for a share of America's wealth, but for a part in her progress. It is international to the extent that it helps develop markets not only for those whom we call our Allies, but for America. It is enlightened self-interest—it is World Peace.

Report to the members

(Continued from Page 4)

abundantly by many whose hearts and souls stand for the welfare of Local No. 3. They offer constructive criticism, which is necessary to any local. More of that type of person is what the Union needs. They are the Real Builders! They are concerned not only for themselves. Their time is just too valuable to waste at "rump" meetings, or to consort with those who are not wholly desirous of obtaining benefits for all members of the Union.

Honest Differences of Opinion Act As Safety Valves

Honest differences of opinion are always accepted and welcomed in a democracy. It acts as a safety valve.

The right of seeking any office within the gift of the members, is the inalienable right of every man. This must always be so. Each man should seek election upon his own merit; not upon his opponent's demerits, if any.

This article must not be construed to insinuate, in any way, that all members who are unemployed are so because of their lack of ability or shortcomings. Circumstances and conditions beyond our control do much to regulate our lives. Who can deny that?

Neither is this article to be construed as a criticism of any brother seeking office on his own merit. That is to be commended. Competition has helped to make both America and Local No. 3 great. Why not?

This article is intended to clean up certain unhealthy conditions which if permitted to continue un-

exposed might become detrimental to the Union as a whole.

Report Injuries at Once to Your Bus. Representative

Now, I would like to advise all members, particularly those who are so unfortunate as to be injured on their jobs, to see that their injury is immediately reported to the Business Representative in their district. He will contact you at once. He is in a position to advise you just what to do.

Whatever you do—do not sign any papers presented by any insurance company agent! It might cost you money!

Do not engage any attorney before you have consulted your Business Representative.

If you are home or confined to a hospital keep your Representative notified, and some one will call on you and be of service if possible.

Your Union, all its members, and officers, are dedicated to a proposition of service to our fellow men.



COLIN ALLEN FOR C.W.I.