



# ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, No. 3

SAN FRANCISCO, CALIF.

MAY 18, 1944

## Bosses Refuse to aid war on labor

SAN FRANCISCO (FP)—Winning hearty congratulations from organized labor, the California Chamber of Commerce, the San Francisco C. of C. and the San Francisco Employers Council announced their opposition to the union-destructive "right to employment" amendment which anti-labor big businessmen in Los Angeles are trying to put over on the state.

The C. of C.'s action was taken in the interests of national unity, State President Preston Hotchkiss announced, explaining that the proposed amendment — which would destroy the right of collective bargaining and make closed shops and other parts of union contracts illegal—might "cause, rather than allay, confusion and controversy."

An "exhaustive discussion" was given the measure before the C. of C. board acted against it, he said, reporting that the interests of "national unity, the uninterrupted prosecution of the war and the maintenance of our vital production schedules at this time of crisis" finally won out.

This action brought to a head the threatened split in the ranks of California industrialists over the union-busting measure. Main forces sponsoring and giving financial backing to the campaign are the notorious Merchants & Manufacturers Association and other anti-labor interests linked with the Republican party.

When both AFL and CIO mobilized full force to fight the amendment, northern California employers decided not to touch it and certain GOP leaders were reported as fearing it might endanger Republican control of the state in the national elections.

After the state C. of C. announced its opposition, the San Francisco chamber followed through with the statement that "in our opinion, this initiative proposal transcends normal labor relations and involves national security at this time of war." The employers council announced.

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## Ship workers hit delay in feeding plans

SAN FRANCISCO (FP)—On two fronts labor is moving ahead in its fight to get decent food for war workers, long subjected to the dietary whims of Ulcer Gulch.

The Bay Area Metal Trades Council (AFL) has accused the U. S. Maritime Commission of stalling on plans made months ago for installation of cafeterias in seven major bay area shipyards. So far only Bethlehem has put a fast-feed unit to work. In several cases plants have made all preparations and are only waiting USMC approval to put the plans into effect.

At the same time the Northern California Union Health Committee, which grew out of a union health conference here, has endorsed a resolution of the Hotel & Restaurant Employees International Alliance (AFL) calling for a clean-up of San Francisco restaurants and the enforcement of standards of health and sanitation.

A special committee composed of unionists handling food is to meet with City Health Director J. C. Geiger and plan an intensive campaign. A new ordinance which goes into effect July 1 will provide restaurant inspectors for each of the 27 districts in the city. Certificates will be issued to restaurants, bakeries, meat markets, candy stores and delicatessens which meet standards and will be renewed annually.

## Union family goes to war

PROVIDENCE, R. I.—You don't need to tell John A. White "there's a war on."

White, who is business representative of Hoisting and Portable Engineers Local 57, International Union of Operating Engineers (AFL), has five sons and two brothers in the armed services and all five of his sons are members of Local 57.

Two of the sons, John and Charles, are in the Navy. The other three, Ray, Robert, and Daniel, are in the Army. The business representative.

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## International union meets Local 3 awarded jurisdiction in mill, mine, smelter industry in most of Nevada

By VICTOR S. SWANSON  
Business Manager, Local 3

**San Francisco**—Along with ten other delegates from Local 3, I attended the 22nd Convention of the International Union of Operating Engineers which was held at the Stevens Hotel, Chicago, Ill., commencing April 10th.

During the convention the weather was not very favorable... it was foggy, cold, and windy, and for this reason I was confined largely to the hotel. However, this gave me the opportunity to meet, and exchange ideas, with a number of delegates from various States. This in itself, was both interesting, and educational, for me. I am now convinced, more than ever, that Local 3 is a "pretty good" Local!

This Convention was the largest, and no doubt the most successful, ever held by our International, and this in spite of the handicaps of war conditions. The time in the hotel was limited, because of other conventions which were to follow.

At all previous conventions which I attended, disgruntled and dissatisfied delegates could always be heard. However, at this convention there was not so much as a murmur of dissatisfaction. All of the delegates leaving Chicago knew that everything that could be done, under war-time conditions, had been accomplished!

It was the unanimous opinion of the delegates that all this had been accomplished because of the skillful, and fair manner in which our General President conducted the entire convention.

The West was well represented by both large and small Locals. California alone now has the two largest Locals in our International Union.

All of the incumbent officers were nominated without opposition and this is an indication that the delegates were satisfied!

On April 14th, the General Executive Board also met at the Stevens Hotel in Chicago, and considered the territorial misunderstanding between Local Union No. 12 of Los Angeles, and Local Union No. 3, with respect to the jurisdiction over the Mine, Mill, and Smelter Industry, and Open Pit Mines, in the State of Nevada.

Appearing before the Board and representing Local No. 12 was Brother J. C. Fitzgerald, and myself as representative for Local Union No. 3. Following a general examination of all conditions affecting this question, it was unanimously decided that the jurisdiction previously held by Local No. 53 of Ruth, Nevada, for the mine, mill, and smelter industry, and open pit mines in the State of Nevada, excluding Clark and Lincoln counties, comes within the charter claims of Local 3, and the Board accordingly affirmed the jurisdiction of Local Union No. 3.

This decision will, of course, clear up the misunderstanding which has existed between our Local and Local No. 12. Local Union No. 3 will now proceed to organize the above industry, as per the decision.

It makes me very happy to hear from so many of our Brothers who are now serving in the armed

forces of our country. Among some of the letters which I have received within the last week, was one from Joe Riley, our former Business Representative in Ogden, Utah. Joe is now stationed at Fort Sill, Oklahoma, and wants to know if we can't do something about wages for "yard birds"... says he don't believe \$13.50 a month is hardly worth standing in line to collect. Sorry Joe, the Army is outside our jurisdiction!

Brother Charles Dees, now Private Dees, writes in to tell us that he is overseas and is serving along with other Brothers. . . . Brother Dwight E. Williams, now Sgt. Williams, sent an Easter Greeting card from far-off Italy.

Also received a letter from Brother Gervaise Moore, now Sgt. Moore. He is stationed somewhere in India, and although he couldn't say too much, he did say that they are in the jungle and live in bamboo huts. It rains nearly all the time and they are continually working in "mud". Sgt. Moore says that, when he gets back, that no matter how bad the weather is, he'll say it's swell!

This should make us all realize the sacrifices our 1,576 members in the service are making in order to preserve our national security. Let us not lapse into a spirit of complacency, but rather do our utmost to help them by continuing to fight the war on the home front. Don't forget to add more BONDS to your collection. It helps them, and it also helps you by making your future secure!

## Shipbuilding conference hits snag Ship repair problems tabled because of strike; meeting on wage increase asked

By HARRY METZ  
Business Representative

**San Francisco**—I had the privilege of being one of Local 3's eleven delegates in attendance at the 22nd Convention of the International Union of Operating Engineers held at the Stevens Hotel in Chicago. Delegates from all over the United States and Canada attended the sessions.

William Green, President of the American Federation of Labor, made a very fine talk the opening day of the Convention and items of importance to every Engineers' Local in the country were discussed.

Upon our return it was considered necessary by the Executive Board of Local 3 to send a representative to Portland, Oregon, to attend the Pacific Coast Zone Shipbuilding Stabilization Conference. I

attended the conference which started Monday, May 1, 1944.

More than 200 representatives attended this conference and shipyard labor conditions and policies came under discussion of top representatives of labor, government and management.

Matters on the Agenda included discussions of vacations, holidays and sick leave, health, sanitation and safety matters, featuring in-plant fueling systems; uniform pay scales for premium workers; line of demarcation between Metal Trades and Building Trades and the Pacific Coast Zone panel which was proposed a year ago, but never put into effect.

In addition to these, the matter of greatest importance to shipyard workers was the government's suggestion that shipbuilders and labor consider a two-shift working basis to replace the present three-shift

around-the-clock operation of many yards.

The proposal was for two ten-hour shifts, which motion was defeated because the reason behind such a move was not properly clarified.

The question of ship repair and its immediate problems were tabled because of the strike in the Bay Area by the Machinists' Unions. Under the present War Labor Board rulings no discussions of any grievance may take place while the men are on strike.

Perhaps, the issue of an increase in wages for all employees in the shipyards is of more interest to the members of Local 3. A motion was made and carried requesting a National A. F. of L. Shipbuilding Conference to be held before July 1, 1944, to consider an over-all wage increase. I presume this hearing will be held in Chicago or Washington, D. C.

## IMPORTANT NOTICE!!

Your EXECUTIVE BOARD meets each Wednesday night at 7:30 p. m., at 1161 Market Street, San Francisco, for the purpose of hearing any, and all, grievances which a Brother, or Brothers, may desire to take up.

It also meets for the purpose of listening to constructive criticism or suggestions that may be beneficial to the entire membership. Brothers who are not able to attend these meetings, but who may have a grievance, or perhaps questions to be answered, or information pertaining to our Union which the Board has in its possession, can address a letter to the Board, as follows: ATTENTION; VICTOR S. SWANSON—Local Union Manager, Operating Engineers—Local No. 3, 1161 Market Street, San Francisco, 3, California.

All letters, so addressed, will be answered promptly!

TAKE ADVANTAGE OF THESE MEETINGS . . . .  
THEY ARE HELD FOR YOUR CONVENIENCE!!

## Road work expected in Modoc area

By E. A. HESTER  
Business Representative

**Redding**—Lester C. Rice of Marysville and Mercer Fraser Co. of Eureka, were recently awarded about 16 miles each, of improvement and resurfacing of highways between Paynes Creek and Morgan Summit. This work begins about twenty miles out of Red Bluff on the Red Bluff-Susanville highway. They are now moving equipment in and the job should be well under way in ten (10) days or two weeks.

Larsen and Harms Bros. have started work on the Alturas airport. They have seven tractors, two shovels, and one compressor in operation at the present time. They expect to have a crushing plant and hot plant in operation within the next five or six weeks. They will need some men for these plants.

There is about \$300,000 to be spent for highway resurfacing and repairing in Modoc County. Some of this work has already been let and other bids will be called for in early May.

All of the work at the Big Bend Hydroelectric project is completed with the exception of a few men left to clean up. The big power house was dedicated on April 29, by James B. Black, President of the Pacific Gas and Electric Co.

He pulled the switch at the new Pit 5 power house which sent electrical energy equivalent to 220,000 horsepower over the utility distribution system in Northern Calif.

I have spent over 30 years of my life on jobs of this kind and can truthfully say that it was the best for us who toil for a living that I have ever had any dealings with. We all received good treatment, good working conditions and good pay.

I contribute this splendid cooperation and fine treatment to the effort of O. W. Peterson, Chief Engineer in charge and General Superintendent Geo. Wehrle.

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### Union family

(Continued from Page 1)  
representative's two brothers also are with the Army overseas. Another brother, Daniel A. White, is secretary-treasurer of the Rhode Island State Federation of Labor.

## Not too early, Speers says, to think about renewal of Permanente pact

By WM. A. SPEERS  
Business Representative

**San Jose**—In the interest of winning this war, it is gratifying to see that all groups employed in war plants are giving more serious consideration to their part of the program, in an effort to coordinate the operation of the military and industrial machines of war.

Each day we become more impressed with the reality of war, and the fact that war is grim business. The number of casualties, both in the military field of operations, and on the production line at home are considerably more than most of us realize.

We hear the call of the need for hospitals, and more hospitals; doctors, and more doctors; blood plasma, and more blood plasma. All of these, and many more, best tell the story that can not be put into words. These are not pleasant subjects to dwell upon, but we may as well face the facts.

Perhaps this experience has not come home to you, and we hope it never will, but look at the casualty list each day, and imagine yourself a member of a family learning the fate of one of their beloved ones, then realize how fortunate are those who do not have to face the enemy's guns, or bear the hardship of battle.

We should resolve more than ever, to see that there is no interruption of production. That planes, ships, and guns are being produced in sufficient quantities to insure

success, and to preserve as many of our boys' lives as possible.

This war is not won yet. Don't be lulled into complacency. A rat will fight harder when it is cornered, and that is exactly what "unconditional surrender" is going to mean with our enemies. From now on the fighting is going to be harder.

I am addressing myself more particularly to our members employed at Permanente. When I say that they have been, and are, doing a good job. When manpower was short, the young women came forth and filled the ranks of men in the Permanente Plant, just as they are doing in the armed forces. They carried the load over the peak, in a manner that has proven to be worthy of their efforts, and they deserve every commendation for it.

The members of organized labor at Permanente need never be ashamed of their efforts in fulfilling Labor's pledge to keep production going. They have done their part notwithstanding there were times when it appeared that our problems would have to be referred to the War Labor Board for adjustment.

Rather than effect any slowing up of production, our members have been willing to accept such adjustment as was made, in their behalf, by their Union representatives.

While this war may last for some time yet, it is not too soon to give consideration to the renewal of our

Agreement with the Company. We are all more familiar with the duties included in the several classifications than when the original agreement was consummated, and can more intelligently consider our problems.

Most of our members now employed at Permanente, are established residents of Santa Clara County and future employment under good conditions means considerably more to them than to those who are here today and gone tomorrow.

Climatic conditions, and the geographical location of Santa Clara County are, perhaps, more ideal than any place in the world, and we want to live here.

For these reasons alone, you should lend every assistance in maintaining good conditions of employment. This can be done best by attending your Union meetings, thereby strengthening the Organization that is functioning for one purpose alone, and that is, to serve you. Think it over.

The April monthly meeting in the San Jose Division was not well attended by members employed at the Plant. Most of those attending were members employed in the field, on construction work.

The overall attendance, however, was very good, and by action of the meeting, refreshments will be served at our next monthly meeting, Friday, May 26, 1944. As usual, the Stewards meeting will be held at the Koffee Kup, Monday, May 22, 1944, 7:00 p.m.

## San Francisco reports more jobs in last three weeks than in three months before

By P. E. VANDEWARK  
Business Representative

**San Francisco**—A decided change has occurred in the work conditions in this area. We have received more orders and have dispatched more men to construction jobs in the last three weeks than in the three months preceding this period. Several new jobs are in progress, such as housing projects, trailer parks, pile driving and street work.

F. J. Early has a job clearing out and dismantling a burned out warehouse at the foot of Hyde

street. Arnold Trucking has a red rock quarry in operation on Twin Peaks hill. Brother Dan Harney is holding down the levers.

Associated Banning Company has several of our members handling cranes mounted on barges around the front. Dinwiddie has an addition to Mary's Help Hospital on Guerrero street.

Joe Gerrick has a steel erection job at Hunter's Point with Brother Ken Corning at the controls.

Charles Harney has trailer parking area jobs at Third and Army, Oakdale Avenue and also at Germany, off Bayshore, with several of the members employed, handling dozers, carryalls, ditching machine and blades.

Eaton and Smith have several jobs in progress, sub grade and paving on the Metropolitan Housing project, removing street car tracks on Guerrero street, and also other streets which they haven't started on as yet. Brother Harry Flora is real busy on this job handling the old gas air shovel.

Barrett and Hilp still doing a small amount of construction work at Hunter's Point. Also have a small job at foot of Jones street.

Pacific Bridge Company is still doing a small amount of construction work at Hunter's Point. They are also still testing drydocks, although several of the members have been laid off recently.

Smith Rice and Haviside Company is still keeping a large number of the old timers busy on their barges around the bay.

Held a meeting with the State Harbor Dredgers over the proposed reduction in overtime, which resulted in the men being returned to a monthly scale. They are now on a per diem basis.

Barbertini has a dirt moving job on Claremont Avenue.

G. W. Thomas, Ballinger and Son and Farnsworth and Ruggles, have all of their truck cranes busy all around the bay area, with sev-

eral of our members steadily employed.

General Engineering Company, United Engineering, Matson Navigation are still doing ship repair work, with several of our members being kept busy. Steward Paul Edgecombe of Matson, is on the sick list. Get well, quick, Paul, you are missed on the job!

Bethlehem and Marinship are still continuing along about the same, with the exception that there is almost a continual beef at the Bethlehem yard, which they never seem to be ready to straighten out.

Reporting on the convention held in Chicago, as one of the delegates, I believe that Local No. 3 accomplished a great deal of good for the Local in sending delegates to this convention. We established very friendly relations with the rest of the Hoisting and Portable Local Unions throughout the U. S. and were enabled to understand their problems as well as our own.

We became acquainted with our International officers, of which I can only offer the highest praise, especially our International General President Maloney. He is in my opinion the most able bodied and democratic minded General President our International has ever had.

Several important resolutions were introduced and accepted by the convention, which will benefit our members materially a great deal and which will be printed in a future issue of the International magazine. The trip was an added enjoyable experience for which I wish at this time to thank the membership for sending me as one of the delegates.

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"Heredit," the little boy wrote, "means that if your father didn't have any children, and your grandfather didn't have any children, you won't have any children."

## Meet called for men in Fresno area

By WM. C. WAACK  
Business Representative

**Fresno**—The weather in San Joaquin County has turned to the point where we won't have to squawk about rain for a while. The old haymaker has come out in his working clothes and intends doing things with the weather. He gave us a sample of it this week.

"Beaver" on Tulare Lake in a fast speedboat. The gang, if they should leave by the end of May will skip some warm weather. The case dredge "Alamitos" is digging just south of the "Beaver" and the levees look in good shape.

The grapevine tells us that Harms & Larson are going to drive five miles of piling on four foot centers around the lake to support a rip-rap face. I talked to Cliff London, superintendent for the San Francisco Bridge rig, and on the first of the week will take a look at the "Pronto" as well as "Babe" Simpson's clamshell rig.

It was like home-coming week to visit Friant again. When I left there were many to say "good bye" to. Some were parties to reunions at Stockton as well as other Local No. 3 officers. But believe it or not, Art Lewis and Joe Perry are still on the job. Friant has taken its place among the ghost towns of the West. McGowan's place and Frank Peterson's are the only spots left.

J. E. Haddock is placing equipment on a 200 unit housing project that Peterson Construction Company has on the east side of town. Stewart and Nuss have a blade at the Calwa housing plant. Other equipment will be on this job from now on.

The oil fields are using a number of our men. Four motor patrol operators went over to Stanfield on a road maintenance job. If the boys can stand this warm weather, they can stay on this for a long time.

Parker is working on the Friant-Madera Canal. He and Teichert are just a few miles apart and all the dirt being moved is rooted out with the cats. There is no shovel type equipment used on the job at all.

To all residents and workers in Fresno area, I want to extend an invitation to our meeting on May 25th, 1944. I am hoping that many of our problems will be discussed and that for the best interests of our union in this area, more organizing work should be done. If you come to this meeting I will explain the importance of this program. In the meantime, give me a chance to make your job and to say "Hello!"

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A cavalryman went to the camp dentist and said: "My teeth are all right, Doc, but would you mind rubbing a little novocaine on the saddle?"

### Engineers News

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CONGRESSMAN DRIPP

BY YOMEN



"I REMEMBER WHEN THERE USED TO BE A REPUBLICAN PRESIDENT!"

EDITORIALS

ENGINEERS' NEWS

COMMENT

OPERATING ENGINEERS LOCAL UNION No. 3

# Green talks to Operating Engineers

President Maloney, officers and delegates in attendance at this tremendously important convention of the International Union of Operating Engineers:

I esteem it a special pleasure in that I am permitted to visit with you for a short time this morning and to convey to you in my official capacity the fraternal greetings of six and a half million members of the American Federation of Labor.

My heart swells with pride as we review from time to time in our quiet moments and when we think solemnly over the difficulties we have encountered as a great economic movement, and over the progress which we have made. In the olden days we considered it as a great difficulty for us to meet the opposition of hostile employers and those associated with them who had developed a hatred, a bitter hatred toward organized labor and those who spoke for organized labor.

That was in the olden days when you began and when many of the pioneers of your movement were blacklisted and driven from their homes to seek work in other localities where they were strangers. But we never thought in those days that the time would ever come when there would be added to that hostile force another force, men who we thought were with us and would cooperate with us and who would serve with us in all of the battles in which we were engaged with the common enemy.

But behold you, now, since about 1935, we have not only had to contend with this tremendously fundamental hostile organization of bitter employers and enemies of labor, but in addition to that with a dual movement that has attempted to raid and destroy the splendid American Federation of Labor which we established under the most trying circumstances.

So I say to you this morning I have arrived at this conclusion: out of all this bitter experience through which we have passed during the last five or six years, that the crying need of the movement today, the great need of the movement now is to re-establish within the United States on the American continent a strong, solidified, united movement under the banner of the American Federation of Labor.

We are seeking to achieve that purpose because there is no teacher that has ever taught us more valuable lessons than experience. We know as a result of experience what our crying need is. We have never feared the opposition of a hostile employer, a group of hostile employers or a group of men who

hated us outside of these employing forces.

And why, after we have fought and won and established our union as a collective bargaining agent, should we be required to turn our faces toward another foe in order to hold what we have achieved? Surely no friend of labor, no laboring man himself, no one understanding the philosophy of our movement will say that such a situation is in the interests of the working men and women of the nation.

I say to you publicly this morning that there is no force in America, no one in America who has inflicted greater injury upon the working men and women of our country than those men who established that dual movement that has created so much hatred and division and discord and weakness within the ranks of organized labor.

We are laying it all one side and earnestly endeavoring to prevail upon those who have divided the house of labor to come back, to prevail on them to come back home, because if there is any one thing that is needed, I repeat again, above every other thing in America, it is unity and solidarity within the ranks of labor. I care not what the opposition may be from other sources. I am not disturbed about that.

If we can mobilize every ounce of strength within the ranks of labor, if we can establish unity, if we can have men standing together as one, speaking as one, acting as one, then there is no enemy in America that can defeat the realization of the aims and purposes of organized labor.

It seems quite appropriate for me to say to you this morning that notwithstanding the splendid record which the men and women of labor are making during this disturbing war emergency, there are those in the legislative bodies of the different states and in the Congress of the United States who are constantly sponsoring anti-labor legislation designed to limit the legitimate and rightful activities of labor, to make criminals of men and women who serve so patriotically and to destroy, if possible, our great organized labor movement.

But I want to tell you here this morning that much of the success that was met by our enemies in these legislative bodies was due largely, due in a great measure, to the fact that there was division within the ranks of labor, and these hostile men and women who are serving in the state legislatures and in the Congress of the United

States have taken advantage of the divided situation within the house of labor. That is a part of the price that labor has paid.

You will no doubt recall the reports carried in the public press of the efforts put forth by hostile members of the Congress of the United States to secure the enactment of anti-labor legislation. They introduced several measures and we succeeded in defeating them.

Then there occurred some strikes that attracted not only national attention but international attention. These strikes might have been averted if we had been united in the house of labor.

Then came the Smith-Connally Bill, of which you have heard much, and notwithstanding our appeals to the members of the Congress they passed that highly objectionable piece of legislation.

And now I think many of them are sorry because they voted for it, for they have found that instead of its being a strike prevention measure it has in reality proven to be a strike promotion bill, and some of these foolish Congressmen who voted for it did not seem to know that that principle was written fairly and squarely into the Act. We hope to secure the repeal of that measure ere long.

Each morning as I walk to my office in Washington I am impressively reminded of the important role labor is playing in the winning of this war. Upon a sign prominently displayed at the headquarters of the International Union of Operating Engineers, a simple, but tragic story is told in a very touching way.

When I last saw it this sign bore the numerals, 13,440 beside a blue star and the number 31 prefacing a gold star. More eloquently than words, these stark figures told the inspiring story of how the members of your organization have responded to their country's call and are fighting in its defense. Some of them have already given their lives to the cause of freedom and democracy.

Is it conceivable that we should ever let these boys down? Can you think for a single moment that you or those associated with you would ever prove faithless to these, your boys and your sons abroad? The best answer to that question is contained in the astounding record made by the members of the American Federation of Labor in the war production program.

The service they have rendered, in the words of the Truman Committee in its official report to the United States Senate, "not only assures that victory will be won, but it assures that it will be won more quickly and with fewer casualties."

And yet, in the face of these outstanding achievements, labor still is confronted with continuous attacks upon its basic freedoms and with constant criticism of its war record.

Men of small vision seem to lose sight of the fact that more than 99 per cent of American workers have adhered religiously and faithfully to the no-strike policy of the American Federation of Labor. The moment a small, inconsequential local strike affecting only a handful of workers takes place in their own community they denounce labor as a whole and cry loudly for the enactment of drastic, repressive legislation.

The impulse to seek short cuts toward our objective is natural, but dangerous. If we are to adopt the policy that the end justifies the means, we may find that in the process of fighting Fascism and



Nazism we have subjected ourselves to Fascist and Nazi restrictions upon our freedom that we will never be able to shake off.

When it comes to doing something about preventing strikes, I challenge any individual or any Federal agency to show that they have done more than organized labor itself since Pearl Harbor. By the adoption and strict enforcement of our no-strike policy, the American Federation of Labor has reduced time lost due to strikes by its members to the lowest figure in the Federation's history.

Your own organization is an outstanding example of the effectiveness of that policy. It has not authorized or approved a single strike since Pearl Harbor, and aside from a very few local wildcat stoppages the International Union of Operating Engineers has succeeded in preventing any war-time strikes by its local unions.

When the history of production in this war has been written and we are able to read its pages we will find a bright paragraph and a bright page in that history, which shows that your great organization stands out as one that has stood by the American Federation of Labor in carrying out its no-strike pledge, and I am proud of you.

I know you need no reminder from me on the danger of engaging in strikes at this critical juncture of the war when millions of American young men are poised on the verge of an invasion of Europe that may decide the outcome of the war.

But lest anything I have said here be misinterpreted, let me reiterate as strongly as I know how that in the crucial period that lies ahead of us strikes must be avoided at any cost. Every American worker must serve as never before and produce as never before in a united and determined effort to back up the invasion forces to the limit.

Another great contribution made by organized labor to the success of the war effort has been its steady and effective cooperation in the solution of manpower problems. Your own organization, along with other building trades unions, has been a leader in this respect. It has fulfilled every call made upon it by the War and Navy Departments and other government agencies for skilled workers.

It has paid the cost of transporting workers to the place where their services were required. All this was done voluntarily and with-

out compulsion of any kind, out of a profound desire to assist in the war effort.

I don't know of a single construction project or production job that was delayed an instant because your Union failed to recruit enough skilled workers. The same is true of many other unions affiliated with the American Federation of Labor.

Yet this splendid record is now being ignored and our voluntary and effective manpower program is endangered by all sorts of proposals for compulsory conscription of workers to serve in private industry. The advocates of a National Service Act seem to think that the substitution of compulsion for free and voluntary cooperation will bring better results.

I cannot conceive of any process of logical reasoning or any facts on which such a conclusion can be intelligently based. No draft director will be able to produce more skilled operating engineers than there are by snapping his fingers, or waving a magic wand. No battalion of 4-F's will be able to replace a crew of operating engineers who have been drafted for military service.

The thousands of members of your organization who are now serving their country with distinction in the Construction Battalions of the Navy, known as the Seebees, and in other branches of the armed forces, know that your Union is concerned over their welfare. They have been given service withdrawal cards by your Union which guarantee that their insurance benefits will be protected during their absence, and that they will be retained in good standing as members of the Union.

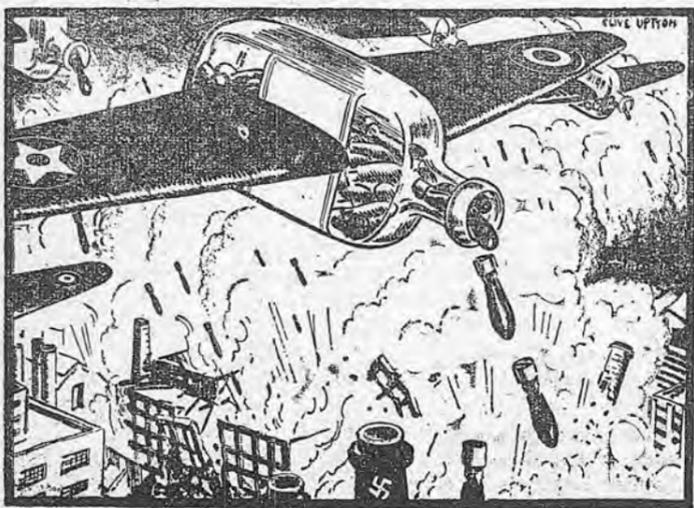
These are steps in the right direction toward fulfilling our obligations toward the men who are risking their lives to defend us and our freedom. Another step which I feel that every American Federation of Labor Union should take is to make it possible for service men, when they return home after the war is won, to become members of our Unions without being required to pay the regular initiation fees.

In this way we can assure the service men that their opportunities to obtain jobs when the war ends are not going to be adversely affected by their service in the armed forces.

But let us plan for the realization of our objective, let it come quickly or let it be delayed, and that is that we must win. This war must be won, because labor has more at stake than any other group in our social and economic life. We don't want America ever to be a strikeless nation. We want to be free men in all that that term implies—free to organize, free to bargain collectively, free to mobilize our finances and our economic strength for the purpose of going out on the strike field, if necessary, in order to battle with the common enemy, and if they will give us that chance unrestricted we will win every battle in which we are engaged.

There is the issue—freedom—freedom for men and women, freedom for labor, and we are inspired by such a determination that, come what may, let it be soon or late, long or short, American workers will stand together unflinchingly fighting this battle until victory is won for freedom, liberty, and democracy.

BITTER PILLS.



# Carl Nelson Co. signs union contract

By AUSTIN B. WADMAN and JOHN DE LAGRANGE  
Business Representatives

**Reno**—After three days negotiations, the Carl E. Nelson Company signed a Building Trades Agreement with the Ogden Building and Trades Council, Salt Lake Building and Trades Council and the Building and Trades Council of Reno, Nevada.

This company was at once removed from the unfair list and the War Manpower Commission, and the United States Employment Service was so notified.

On May 4 I visited the Carl E. Nelson job at Elko, Nevada, and at that time I contacted Mr. Dick Hazen, Superintendent in charge, and we at once contacted all his old employees and they immediately made application into the Operating Engineers. We wish Carl E. Nelson, Norman Parson, and Dick Hazen the best of success in the future, and we will do our utmost to secure same.

A meeting was held May 1 with

E. J. Maupin, president of the Dodge Construction Company, and Charles A. Hill, manager and secretary for the Nevada Chapter of the Associated General Contractors and Brother Harry A. Depaoli, business representative of the Reno Building and Trades Council, regarding the Dodge Construction Company's job at the Naval Flight Training Station at Fallon, Nevada.

Maupin agreed to hire Union men. We now have an oral or a written agreement with all Contractors in the recognized jurisdiction of Local Union No. 3 in Nevada.

Hunt and Frandsen now have two shovels and one dozer working at Virginia City, on their stripping and mining job. Brother Chris Petersen and Brother Fred Getz are the shovel operators, and Dick Ghilotti is the dozer operator. They anticipate on moving another shovel on this job in the very near future. The dirt moving on this company's job at Wendover is drawing to a close.

Westbrook and Bing has completed its contract at the Reno Army Air Base and part of the crew has moved to Indian Springs, Gunnery School Air Port, and the rest of Westbrook and Bing's crew is working at the Fallon Naval Flight Training Station, on warm-up aprons. This job consists of 24 thousand yards of concrete.

An extension of the Naval Training Station will also be constructed at Pyramid Lake. This will be "wharves" and "docks" and an appropriation of \$168,000 has been appropriated for this extension. We also have some information that an Air Flight strip will be constructed at Pyramid Lake.

The extension at the C.A.A. Air Port at Lovelock, Nevada, has been approved and will call for bids in the very near future.

The E. B. Bishop Company will dismantle its crushing plant at Honey Lake about the 15th of May. This plant was set up in March of 1942 for six months job and it has been in operation ever since.

The Russell Olsen Construction Company has a sub-contract for the streets and roads on the James I. Barnes Housing project at Honey Lake. Brother Ralph Starr is operating the crushing plant.

Brother Wadman made a trip May 1 to Westwood, California, for information pertaining to David and Richardson Flume job which was closed down last winter on account of the weather, also the Winston Bros. railroad extension job at Camp Bunyon. He did not receive any information as to the date when these jobs will start. He was informed that the officials of the Red River Lumber Company were at that time holding a meeting in San Francisco pertaining to these two jobs.

I have received several letters and telephone calls pertaining to the Virginia City stripping and mining job. I would like the Brothers to be informed that the War Production Board has not as yet given the "go ahead" on gold and silver mining in Nevada. I was in-

formed that Morrison and Knudsen had the contract on the first unit on the large stripping job at Virginia City.

I received some very authentic information that a large syndicate had bought all the mining claims and property at Virginia City in anticipation of a 5,000 ton mill to be constructed there. Nevada anticipates a great "boom" in gold and silver mining after the war.

I was informed by Brother Swanson that the executive board of the International Union of Operating Engineers has granted Operating Engineers Local Union No. 3 all the mine, mill and smelter industry in the State of Nevada, excluding Clark and Lincoln counties.

Brother Paul Collett, is now back in physical condition to operate. Brother Collett, was operated on some four months ago in Elko, Nevada, and is now operating a dragline for Frank George at the Horse Shoe Ranch at Beowawe, Nevada. We have been very fortunate to maintain our Construction Wage Scale on farm work.

## Work in San Mateo County takes sharp upturn as new jobs open up

By PATRICK CLANCEY  
Business Representative

**San Francisco**—Work in San Mateo County has been on the up-turn since our return from the Convention. There has been quite an increase in the employment of our members on construction work in the County.

A new rock and gravel plant is being erected at Rockaway Beach, owned and operated by the Ken Royce Company of San Francisco, which will employ a few of our members.

The Golden West Quarry, off Geneva Avenue, has again resumed operations with two members working there and two going to work in the very near future. Whenever these rock plants start resuming operations, it is a good sign of more construction work to be started in the future. The rock plant at Rockaway Beach, operated by Mr. Hill, has five of our members employed there and they are stock piling quite a bit of material at the present time.

The other construction work in the county is going ahead. The paving job at the Pan-American Airbase is about ready to start on the asphalt, the Union Paving Company having this job.

The tunnel job on Hetch Hetchy has four members of our organization employed there at the present time, with a double shift to go on as soon as the contractor can get

sufficient number of miners to man the job.

Western Pipe and Steel is going along smoothly and with better cooperation between the Yard and the organization, I believe, than at any time in the history of the Western Pipe, due to some changes that were made not so very long ago on the part of the management.

Belair is going ahead with their conversion work. When this is completed they have in line the building of a large repair yard, which should start in the very near future.

I have received numerous letters from members in the armed forces since our last News Letter. One of them I know the members will be particularly interested in is to know that Wimpy Myers, who so many Brothers know, is in England with the Air Corp.; also a new loss to the organization and a gain to the Air Force was Alabama Smitty. He is at Shepherd Field now. I have also received various other letters—some from newer members and some from the old members.

I wish to state that the convention was a success for Local No. 3 and the International Union. Outside of what I considered miserable weather, we had a very fine time and we were treated very nicely by all delegates, International officers, etc.

I was appointed on the Com-

mittee of Law which meets a week prior to the convention and deals with all resolutions having to do with the changing or amending of the International Constitution. There were many delegates appearing before the committee, as well as officers of the International, regarding the resolutions that were before us.

The committee consisted of Brothers Frank Converse, 7th Vice-President, Cleveland, Ohio, and our chairman; Tommy Roberts of Stationary Local No. 508, Oakland; Ed Walsh, of Local No. 9, Denver; Brother Blake of Stationary Local in New Orleans, and Brother Doheny of Stationary Local in Chicago. The attorney for the International, William Thomas, was our advisor in legal matters.

You will note that General President Maloney selected three from the stationary locals and three from the hoisting and portable locals, which made a very fair and impartial committee as far as local unions and the International were concerned. I enjoyed very much the opportunity of working with this committee as it was one of the fairest and most impartial committees that I have ever had the pleasure of being a member.

For further information on the results of the Committee of Law, I presume it will be listed in our monthly magazine from the International Union.

This is about all I have to report at this time. If work keeps up like it has been in the last couple of weeks, my next report should show lots of progress in San Mateo county and vicinity.

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## Dredges need more hands

By JACK FOSTER  
Business Representative

**San Francisco**—There is a shortage of Deckhands on the Dredges working in this vicinity. All of these jobs are on defense work for the U. S. Navy on Airports and channels for the ships to load and discharge cargoes for the war zones.

We, the Union Representatives, ask all of you to help get the men necessary to fill these jobs. As it is our patriotic duty to help bring to a close this calamity that a couple of "RATS" got us into. (Continued on Page 8)

## San Rafael says work keeps rolling

By H. O. FOSS  
Business Representative

**San Rafael**—Louis Biasotti, with Brother Al Regalia "pushing" is doing a little re-surfacing in vicinity of Sausalito. . . . A. F. Raish, with usual crew is also in that district. Raish also has a job repaving San Rafael District on Highway 101.

Brother Bill Russell, Paysee, and Gurdin all with this outfit. . . . Ruoffs Mill, out Lagunitas way, leaves a "standing order" for mill hands and skimmers. . . . Brother Harry Cahill, one of our old-timers, likes the timber! Teichert at Hamilton Field with Superintendent Bud Hall and Assistant Superintendent Al Kingwell, still have their headaches. The crew is small and job may wind up any time.

Union Paving Company expects to get under way on a small job at Cotati Airport. . . . McDonald & Kahn are working a small crew on Letty Airport. . . . Underground Construction Company with contracts, Petaluma and one in Santa Rosa, are working five of our members.

Healdsburg Quarries of Basalt moved a big rig down the river and have to develop new project in early summer. Uncle Sam steals their men faster than I can find 'em. Burman Bros., at Navarro, employs several of our Brothers getting out logs. Baker Bros. of Chico are finishing up Albion Bridge approach with a couple of rigs. Teichers is installing crusher near Little River to supply material on their Airport job near Mendocino.

Carline Bros. has sub-contract on the airport and have double-shifted. . . . expect to know out grading in 30 days. . . . This job seems to be lined out and going good. . . . about 45 members on the job! Basalt Shipyards and Quarry at Napa going with all they got! This Company is now opening Daniels Quarry near San Rafael. . . . putting in permanent installation to get out rip-rap and fill material. Many old timers remember this quarry which has been abandoned ten years.

Piazza & Huntley is setting up a Hot Plant in Benicia to take care of contracts which have recently been awarded them. As usual Brother Logan is in charge! Casson & Ball pouring mud on the (Continued on Page 8)

## Sacramento reports jobs picking up

By FRANK A. LAWRENCE  
Business Representative

**Sacramento**—Working conditions in the Sacramento-Marysville District have improved somewhat during the last few weeks but quite a few members are still signed on the out-of-work list in this office.

The Marshall S. Hanrahan Company have completed their work at Camp Beale and are moving north to a job out of Eureka. Leo Lentz continues to use several members on various small jobs.

The two shipyards, Dumont Construction Company and Steinbrenner, continue to work about the same. The George Pollock Company is negotiating for a fabrication yard that may start soon if the deal is completed.

The two million dollar job of A. Teichert & Son at McClellan Field is still held up, pending obtainment of right-of-way. The McDonald & Kahn job at Dixon is now under way. At present we have four members working there and it is expected that the job will run about eight months.

Lord & Bishop are also working at Dixon unloading material for McDonald & Kahn. This job is the construction of a United States War Information Broadcasting Station. The Pacific Pipe Line Company is working nine members at Rio Vista on a pipeline job.

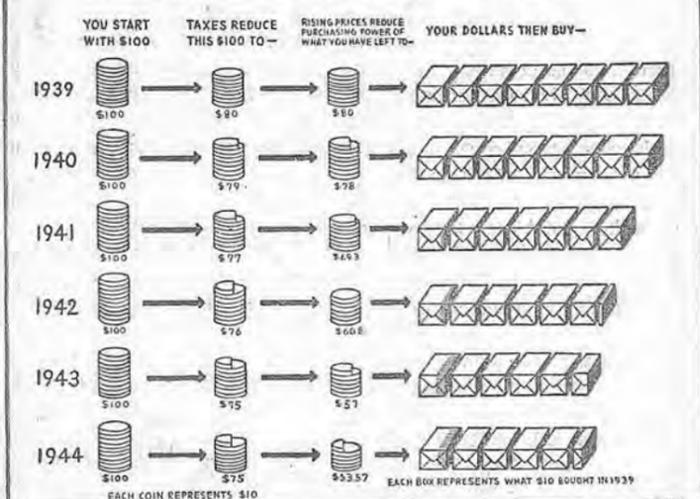
At Rio Vista, Morrison & Knudsen expect to start work around the 18th of this month on a new levee job. J. R. Reeves is doing a levee job at Grand Island and at present are using about 22 members.

The George Pollock Company have a land leveling job at Franklin. At this writing they are using five machines and the job is expected to run for three months. The Hospital job at Marysville, which was awarded to A. R. Limer at \$339,000, will furnish some work for several members. Some land leveling is also being done by the Stanfield Company—out of Marysville.

Another extension has been granted at the Chico Airport and work on this will start soon. The Hayward Building Material Company have a job out of Arbuckle which will give employment to several members.

Lester L. Rice has a \$66,952.50 (Continued on Page 6)

### YOUR DOLLARS AND WHAT THEY BUY



With pressure groups working to destroy price control, anything can happen to the buying power of the dollar in 1944. The estimates in this chart are based on present tax rates and on continuance of price control and subsidies, with quality deterioration and other factors affecting purchasing power taken into consideration. (Consumers Union chart via Federated Pictures)

# Oakland Office reports on members and jobs

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

## Navy prepares for Pacific 'push'

It is rumored that in preparation for the "big push" in the Pacific, the Navy plans to spend approximately \$20,100,000 in Metropolitan Oakland Area for additional facilities. The project which form part of a Navy appropriation request recently approved by Congress include:

Naval Air Station, Alameda, \$9,000,000; cargo assembly pier at Oakland Naval Supply Depot, \$4,000,000; six temporary warehouses in Oakland, \$2,100,000; off-

Work seems to have picked up a little in April, as we cleared 465 men during the month. 301 were cleared on construction jobs, and 164 were cleared to the various shipyards.

shore material reception center in the Oakland area, \$1,000,000; temporary warehouse for the aviation supply annex, \$4,000,000.

Other Bay Area allotments are \$6,830,000 for an Ordnance Bureau magazine and ammunition depot at Port Chicago, Contra Costa County.

A portion of this work is under way at the present time, but due to the nature of the work, which is mostly all building, and quite a portion of the money will be spent for materials, there won't be so much work as one might expect for our craft.

We have a considerable number of our members working at the present time, but in reviewing our out of work list, we find that we still have about 60 or 70 men registered as unemployed. We are still confronted with a shortage of houses in this area; however, we have been successful, through the Housing Authority, in securing single Dormitory Rooms at the present time for members employed on construction projects.

This is quite a change, for in the past men employed in the construction work were not eligible to occupy these war housing units. We are hoping to be able to se-

Brother Ed Doran, who has been working in this office for the past year, was recently transferred to the Stockton Area.

We were all sorry to see Ed leave, as we enjoyed working with him very much. Ed was always very co-operative, not only with his fellow workers, but with the fellows in this territory.

We feel sure the fellows in his new area will find Ed working with them 100 per cent.

cure some of these family units for the people employed on construction in the near future.

John Deere and Company, nationally known manufacturers of farm machinery equipment, has selected a five and one-half acre site in Emeryville near the intersection of the East Shore Highway and Powell Street, and will immediately construct a modern distributing plant, which will provide immediate and post-war employment for many people.

C. W. Railing Company of Redwood City is busy on its road job in Dublin Canyon. It's putting in shoulders and patching roads. Four engineers are on the job.

Guy F. Atkinson Company has approximately six members of Local 3 working at Camp Parks. Work is going along in good shape.

## Al Clem reports on convention

Here is a brief resume of my trip to the convention and some of the activities there. In my opinion, the members of Local 3 used excellent judgment in sending delegates to the convention. Personally, I feel that the local was greatly benefited, as we now have a better understanding of the workings of the International and particularly the International Executive Board.

Your International Executive Board constitutes a group of very able men who are doing their utmost to better the conditions of the Engineers. The manner in which the General President handled the convention, in my opinion,

shows that he is a very capable man and has plenty of ability to do the job he holds.

All the members of the Executive Board and the Entertainment Committee did their utmost to make our stay in Chicago a pleasant one.

These are a few of the high lights of the convention which caught my eye: Your International has received several letters from the government agencies commending them on their activities in the war effort. The General President has been awarded the award of merit by Rear Admiral Ben Morrell for his contribution in forming the Sea Bees.

We, of Local 3, I think, should

be proud of the fact that we are by far, the largest Local Union in your International. The following will give you some idea of the progress that your International has made in the past 4 years in the expansion of their membership.

In January, 1940, the total membership of the International was 57,436. In March 31, 1943, the high mark of 131,796 was reached. This amount was decreased in December 31, 1943, as there were 122,217 members in the International Union of Operating Engineers.

We have a total of 13,440 in the armed services. A total of 31 of our brothers have made the supreme sacrifice for their country.

## Tom Bryson checks in

No doubt a number of our old time members will remember Brother Pete Altland who at one time was Business Representative of the Hoist and Portable Local 643 in Oakland.

I had the pleasure of visiting him a few days ago at his home, 3764 Suter Street, Oakland, where he has been confined to his bed for the past six weeks with a heart ailment. I am glad to report that Pete is very much improved and is looking forward to being back on the job in another month.

I am sure that all the members

join me in wishing him a speedy recovery and hope to see him back on the job soon.

After arriving in Oakland from Fresno on April 27, I immediately started in familiarizing myself with the work in the shipyards, which I find is somewhat different from the work on outside construction, but with the help of Brothers Clem and Walther, whom I find very co-operative, and with the help of the job stewards, I will soon be able to adjust myself to the various problems arising in this phase of the work.

I have taken over the territory formerly covered by Brother Eddie Doran, who has been transferred to the Stockton Territory. My activities will cover the shipyards on the Oakland-Alameda Estuary, and other jobs in that immediate vicinity.

I want all the members in that territory to feel free to contact me at the Oakland office, or at my home, ANdover 9891, when they have a problem that they need assistance on and we will make an honest effort to adjust the problem satisfactorily to all concerned.

## East Bay handles \$2 billion job

The research department of the Oakland Chamber of Commerce reports that Alameda and Contra Costa Counties were allotted more than \$2,000,000,000 in war contracts between June 1940 and January 1, 1944. Contra Costa County ranked first among nine Central California counties with \$1,177,821,000, and Alameda County second with \$979,910,000.

In Alameda County contracts for supplies totaled \$730,478,000; for industrial facilities \$79,697,000; and for military facilities \$169,735,000. San Francisco stood third in Central California with a total of \$580,149,000 for the three items.

Total contracts for California were \$16,662,666,000 divided as follows: war supplies, \$14,767,241,000; industrial facilities, \$848,626,000; and military facilities, \$1,046,799,000.

Lord and Bishop have 2 rigs at Port Chicago driving piles. Brothers Carl Durett, John Leferge and John B. Holtz are employed on the job. (We hope John doesn't get Fog Bound!)

Brother Tom D. Bryson was transferred to this office from Fresno recently to work in the area which covers the shipyards around the Estuary. When any of the Brothers have beefs in the yards be sure and contact Tom, as we feel sure that he will do his best to straighten out the difficulty.

There are approximately 60 members employed on the Bechtel McCone job at the Standard Oil Refinery in Richmond at this writing.

Braun Company is getting along good on its job at Avon.

Fredrickson and Watson are busy at Port Chicago at the present time putting in a drainage system.

H. O. Rutherford is busy hauling import.

McGuire and Hester are very busy on the pipe line job in Richmond. There are 20 operators, 13 oilers, and 5 mechanics employed on the job at the present time. The job is approximately 3 1/2 miles of 36-inch pipe.

There will be three tunnels on the job, two passing under the main line Southern Pacific and Santa Fe Railway tracks, 146 feet and 115 feet respectively; 24 feet of tunnel will pass under the main highway.

This job is being built to furnish water for the greatly expanded industrial section of Richmond, California. Brother Jess Ritche is superintendent on the job.

McDonald & Kahn is starting at Camp Parks on quite a good sized job in the neighborhood of \$2,600,000.

Fredrickson and Watson is doing the excavating. His anticipated 160,000 yards of earth will be moved on the job. There will be approximately 6,000 piles to be driven.

Brother Leland Jefford is in charge of excavating for Fredrickson and Watson and Jack Hurley is superintendent. There are approximately 10 engineers on the job at the present time.

Brother Don R. Kitchloe, who has just returned from 27 months duty on a destroyer in the South Pacific, was a recent visitor in the Oakland Office.

Don was sent back to the states due to an illness of malaria and is not permitted to return overseas. He is now stationed at Camp Parks, Pleasanton.

We are sure that all of our Engineers in Yard Prefab and Yard III Richmond, who so generously donated to the Shriner's Crippled Children Hospital Fund are all proud of the fact that they had a share in such a worthy cause.

Lifetime membership certificates were presented to these two yards by the Shriners for the contributions received.

## Marines laud labor's war job

A tribute to labor's part in the war effort comes from Lieutenant General Alexander A. Vandegrift, USMC, Commandant of America's fighting Marines.

General Vandegrift said: "One reason we are running well ahead of our Pacific timetable is that production of fighting ships for the Navy, and all the accessories that go with them, is far ahead of schedule. Generally speaking, we have great praise and few complaints on those scores."

He added that much work remained to be done in the Pacific war theater.

According to the Research Director of the International, the territory covered by Local No. 3 has a very bright outlook for the post-war period.

In talking to various delegates from different parts of the country, it seems Local No. 3 has more work in this area than other locals, with the exception, of course, of the other locals on the Pacific Coast.

In closing this portion of our report: I want to take this opportunity, in behalf of Brother Joe Walther and the Oakland office force, to thank the Stewards and the members for their splendid cooperation they are carrying on while the office was short handed.

Patterson Brothers from Stockton is excavating on the Bohannon and Chamberlain housing project at San Lorenzo. This is supposed to be one of the largest projects of its kind in the world. There will be 1,200 units. The job is going along in good shape. We have approximately 25 members employed on the job.

Brother Victor Sala, who was employed at Bethlehem, Alameda, has been off work eight weeks with a broken ankle. We understand it will be four more weeks before he will be able to return to the job.

## Member checks in from the islands

A letter was received by this office recently from H. E. (Benny) Benninghoven, who is stationed with a Sea Bee unit in the Hawaiian Islands. Benny reports he has a good deal operating an 80D on a dragline.

He reports the country he's in has the kind of weather Southern California claims to have! Has a fine tan and is looking forward to the time he'll have passing for a native! Better look out, Benny, we hear those natives are pretty good with the bow and arrow!

Ray Ferdig, another one of our Sea Bee's is now stationed at Camp Parks in Pleasanton. Ray was formerly at Camp Perry, Virginia, where he received his training.

Word has been received from Andrew J. Newton that he is now serving overseas with New York as his A.P.O. address. Andrew received his training at So. Camp Polk, Louisiana.

Brother Geo. W. Hill, Oiler in Yard III, slipped while leaving the yard and injured his back. At this writing he reports he will be off the job for two weeks more.

Two of our members who are in the Armed Forces are home on a furlough. Sgt. Jim Johns, Jr., and Sgt. Brady Johns. Both of these Brothers are at Bushnell Air Base at Bushnell, Florida. They are in the Army Aviation Engineers and are Instructors on Heavy Equipment.

There is still a great demand for Oilers, both in the Shipyards and for Construction jobs. If any of the Brothers know any oilers or any one who might qualify, we would appreciate it very much if they would send them in the office. Heavy Duty Maintenance Engineers are also needed.

We are sure the friends of Brother Roy N. Holst will be glad to hear that he is employed by Bates and Rogers, Whitehorse, Canada. He reports they work 10 hours every day at \$2.00 an hour. They are building steel bridges on the Road.

Brother Holst wishes to be remembered to all the boys he worked with in Yard III, and hopes to be in this territory again when the "big dough comes to an end" up there.

The Engineers News is enjoyed very much by Brother Holst. Says he wears his Local 3 Union button all the time, but never sees any other members around!

We regret to report the death of Brother Fitzmaurice McCarthy, 3A member, who was killed by a Santa Fe train on April 6, 1944. Brother McCarthy was employed by Moore & Roberts Contractors in Richmond.

Wilson & Kratzer Mortuary in Richmond had charge of the service.

Brother Ted Burkhardt was elected Steward on Yard III, day shift.

We received a letter from W. J. Lambert from a Sea Bee base in the Southwest Pacific. He reports they have been very busy ever since they landed there. He is running a C-all.

Brother George Savas, Watertender, Yard I, Trial Crew, is on the sick list.

(Continued on Page 8)

# Doran lands in Stockton

## Series of highway jobs opening up while other jobs keep rolling along

By ED DORAN  
Business Representative

**Stockton**—I have been transferred to the Stockton Area to replace Bill Waack, who has been transferred to the Fresno Area. I want to take this opportunity to thank all of the members working out of the Oakland office for their cooperation and assistance, and especially I want to thank the stewards for the work that they have done for me.

It has been a pleasant year and a half, working with Al Clem and Joe Walther, both of them always ready with advice and assistance. There have been times when certain shipyards gave the Engineers a bad time, but with Clem behind me, we have always been able to hold our own and in some cases to gain a point or two.

I realize that there are many members working in the Stockton area and if you are on a job away out in the sticks, drop me a card, giving the location of the job, and I will make every effort to cover the job you are on.

George French is about to start a series of Highway resurfacing jobs in the Stockton area, and at the present time has several members of Local No. 3 working. I don't know exactly how many, but will try and give a more complete report in the next issue of the Engineers News.

Claude Woods' road job between Valley Springs and Westpoint is progressing nicely with 16 members 2000 beef cows. However, he likes the job and Brother Miller claims the money he earns is clean.

working on the job. Ray Austine has been doing an outstanding job as Steward. Mr. Conrad is the Shifter and Jack Beale is Construction Superintendent. The dirt moving on this job is expected to continue for another month.

The Sharp and Fellows Contracting Company has an extensive railroad and bridge job close to Stockton and the Page Company has the dirt moving contract. Both companies have eight members of local No. 3 employed on the project. Brother Pete Conners, who has been working on the job, has been laid up with pneumonia, but is now back on the job.

Warren and Watkins have been doing a highway widening job between Terminus Station and Lodi, using three members of Local No. 3. Brother Ed Hayes is running the drag line on the job.

You levee "Cat" Skimmers will be interested to know that E. W. "Nig" Myler is working for the Wetzel Lumber Company located out of River Pines, California. "Nig" is a veteran when it comes to building levees; he was one of the first skimmers to work in Sutter Basin. Brother Louis Esloa is also working at this same lumber company as a Crane operator loading out logs.

Brother Gerald Miller is working for Collin and Green, out at Manteca in the Spreckels Stock Yards. I don't envy Brother Miller his job, as he has a job running a "Cat Loader" and is janitor for some

As one of your delegates to the 22nd International Convention at Chicago I want to make a brief re-

port. This is the first convention of the Engineers that I have attended, and, Brothers, you should be proud of your General President, William Maloney, and all the International Officers, in the efficient manner in which the convention was conducted. I had the opportunity to talk with delegates from all over the United States and their remarks were always the same: unity and solidarity prevailed at this convention.

Al Clem and myself, in behalf of Local No. 3, presented four resolutions on the floor of the convention and all four were voted on and adopted without any opposition. The complete report of this convention will be published in your International News. Any member who does not receive his monthly copy notify me in the Stockton office and I will notify the main office and you will receive your Engineers News.

Brother William L. Stewart, Crane Operator at Moore Equipment Company, was injured fatally when the crane he was operating came in contact with high voltage wires. We all mourn the passing of Brother Stewart.

To the members working in the shipyards, on all shifts, I will be out to see you in the very near future. The office in Stockton will be open every Friday night until 8:00 p.m. If you have any complaints or information this will give you an opportunity to report them to your Business Representative.

I am living temporarily at the Wolf Hotel and if you telephone and I am not in, leave your message and it will be taken care of as soon as possible.

## Jobs not picking up way they should in San Jose

By M. G. MURPHY  
Business Representative

**San Jose**—Well, brothers, we all got back from the convention O. K. and a little wiser than when we started. However, I will not dwell on that subject as I am sure Brother Swanson will give you a full and detailed report on our action at the convention and there is no use of me wasting

## Sacramento reports jobs picking up

(Continued from Page 3)

road job out of Marysville. Brother Jack Shelton is the Master Mechanic in the shop now, which is still operating under the old name of Hemstreet & Bell. Another proposed job is the construction of a 15 mile ditch from Winters to Clear Lake for the California Water Service Company.

So it would seem that once these jobs get going most of our members now registered as out of work will be kept busy. The H. E. Parker Shop is now operating 100% with Engineers and Brother Slade is the Master Mechanic.

The Hyman Gravel Company, near Fair Oaks, has been set up and is ready to go as soon as the McClellan Field job starts. The prevailing outside scale will be paid. The Rock, Sand & Gravel conditions remain about the same. Two committee meetings have been held to date and it is hoped that we may be able to report something soon.

Wage negotiations of the Steel Mill Supply Company still are not settled. This is expected to come through before the next report.

May I again take this opportunity to remind all members working in the Sacramento-Marysville District to obtain clearances before going on any job in this territory and also that applications for the necessary supplemental gasoline to enable you to get to your jobs may be obtained and made out in either the Sacramento or Marysville office.

time and paper to tell you the same thing.

We did have a nice trip, but I, personally, was glad to get back to sunny California and my job again. Can't say that I liked Chicago too well. The wind off of the lake was a little strong and cold, and the buildings dirty and besides, they have Jap help there. Which, I hope, is something we never see in California again.

Out of curiosity, I talked to a few of them. One was from Fresno, one from Stockton and one from Lodi. None from San Jose. Guess the ones around here were too mean and contemptible so the W. R. C. put a period on their release.

Upon my return from Chicago I expected to find some large jobs in progress in this territory but I was disappointed. In fact I'm really much disturbed over the inactivity in this division. During the past few months there has been plenty of gossip regarding this job and that job but so far nothing has materialized other than a small job at Pacheco Pass which is in the hands of Piazza and Huntley.

A small expansion job on Hollister Air Base, which is being handled by Heple and a little job at Moffett. Granite from Watsonville have the contract. They also have the shoulder job at Watsonville Air Base.

Monterey should be showing some activity very soon, as it has been dormant long enough. According to the Daily Construction Service, which just arrived, Monterey, Watsonville and Hollister are going to get some work to the extent of \$2,400,000 for aviation and shore facilities. Some of the bids have been called for already so maybe it won't be long until things are roaring again. Here's hoping.

Brother Roy Lorenz is back from Alaska. Says he thinks he'll take it on again for another nine-month hitch.

Brother John D. Wall has returned from the frozen North. Thinks he has had enough of it for the time being.

Brother Art Reynolds has applied for his Service Withdrawal Card and will soon be in the (Continued on Page 7)

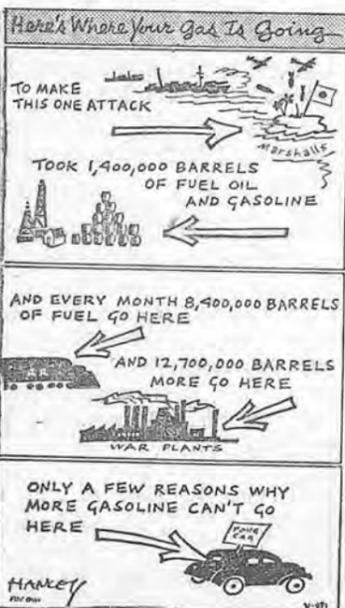
## If you enter the armed services—

By THOMAS M. BYNON  
Financial Secretary

### TO ALL MEMBERS WHO ENTER THE MILITARY SERVICE:

Do not fail to contact this office before entering the service, in order that your rights under our Service Withdrawal Card setup may be fully protected. For your information, here are the regulations:

"Any member of the International Union of Operating Engineers in good standing who shall be drafted or conscripted into the military service by the Government of the United States or the Dominion of Canada or who shall volunteer for military service to such Governments for the period covered by said draft shall be entitled to a Service Withdrawal Card, which card shall be good for the period of service of the member under such draft or enlistment, free from any constitutional restriction at variance herewith.



"Such Service Withdrawal Cards shall be issued to those entitled to them and only upon application therefore and without charge and for and during the effective period of such card the holder thereof shall be relieved from the payment of all International and Local fees and dues, excepting the payment of dues to the International Death Benefit Fund.

"The effective period of a Service Withdrawal Card shall be for the period of the service of the member under the draft or enlistment and in addition thereto not to exceed ninety days thereafter, within which said ninety day period the member affected shall be required, by proper application, to re-enter the Local Union out of which the said Service Withdrawal Card was issued which said Local Union shall be required thereupon to accept such application and to reinstate such member to active membership without charge, whereupon all rights and privileges conveyed by the said Service Withdrawal Card shall cease.

"The Application for a Service Withdrawal Card by any person entitled thereto shall be accompanied by deposit of the dues book of the said member and upon issuance of the said Service Withdrawal Card by the Local Union the said dues book of the member receiving such Service Withdrawal Card shall be forwarded to and retained by the General Secretary-Treasurer.

"Service Withdrawal Cards shall be supplied by the General Secretary-Treasurer to the Local Unions, which shall issue the same in triplicate the originals being delivered to the members entitled thereto, the duplicates delivered to the General Secretary-Treasurer

and the triplicates retained by the Local Unions issuing the same.

"Upon applications for Service Withdrawal Cards the Local Unions shall satisfy themselves of the merit thereof and such proof may be required in support of the issuance as is necessary, to the end that no such Service Withdrawal Card is issued to any person not entitled thereto.

"Every Local Union shall be required to maintain in good standing in the Death Benefit Fund its members to whom Service Withdrawal Cards shall have been issued, by the prompt payment in advance of 25% per month per each such withdrawal member, payable to the General Secretary-Treasurer for each and every month during the effective period of each such Service Withdrawal Card.

"ADOPTED BY GENERAL EXECUTIVE BOARD, Sept. 10, 1940."

\* \* \*

### More on bosses

(Continued from Page 1)  
nounced: "We feel no issue as controversial as this should be permitted to interfere with the war effort and will not participate in any campaign concerning it."

The AFL and CIO had both made extensive efforts to win employer support in fighting the vicious amendment. These efforts will now be intensified among southern California industrialists, Sec. Philip M. Connelly of the Los Angeles CIO indicated. Among employer groups refusing to come out against the amendment are the Associated Farmers and the San Francisco Waterfront Employers Assn., which along with the MMA have long been enemies of organized labor in the state.

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# AFL asks craft election at Geneva plant

By H. L. SPENCE

Business Representative

**Provo**—Tuesday night, May 2, saw the end of the National Labor Relations Board hearing to determine the appropriate unit or units for bargaining at the Geneva Steel Plant and the Kiegley Quarry near Payson. The hearing was held before John Paul Jennings, Field Examiner, for the National Labor Relations Board.

The unions appearing before the board were the American Federation of Labor, the Brotherhood of Locomotive Firemen and Engineers, the Brotherhood of Railroad Trainmen and the United Steelworkers of America (CIO).

The hearing commenced Monday morning and was held all day Monday, Monday night and Tuesday until about 6 o'clock. A great deal of time was spent in testimony by company representatives showing the method by which the company intends to operate the plant. It was very apparent by the evidence given by the company that it favors the CIO and wanted a set-up so that it would have the right to use a man at any work regardless of his trade, craft or wage rate.

It also spent some time in telling the hearing how well it liked the CIO's open shop agreements. The CIO attempted to introduce the color element into the arguments and then attempted to have all motions by the railroad brotherhoods and ourselves be stricken out of the records.

The A. F. of L. requested that the election be held by units instead of by an overall unit. This is the general policy of the A. F. of L. as that organization claims that this is the only fair democratic manner in which to hold such elections, as it gives to all trades, groups, crafts or departments a chance to indicate their choice without having that choice nullified by the choice of another group.

A request was also made to the board that all A. F. of L. craft unions be lumped into one unit and placed on the ballot as the A. F. of L. if the Board decided the A. F. of L. demands for an election on a basis of the craft unions.

Hearings of this sort do not determine the bargaining agency or the appropriate units. The testimony is taken and reduced to a transcript and forwarded to the national board in Washington. The national board determines the appropriate units and orders the election.

Such elections must be held within thirty days after the order is issued. It is the election that determines the bargaining agency and we are all determined to put every effort we possibly can in to seeing that the plant goes A. F. of L.

The Carl B. Warren Company, which I mentioned in my last report, is agreeable to signing an agreement with the Building Trades Council; however, the Reclamation Bureau is insisting that the job must be worked under a

forty hour week, claiming that the provisions of the President's Executive Order No. 9240 applies.

Through the Building Trades Office in Provo and the assistance of Brother C. R. Van Winkle, who prepared the appeal, an appeal has been made to the Department of Labor for a ruling to find out whether the provisions of the President's Executive Order No. 9240 apply or whether the interpretation of that order as issued by the Secretary of Labor exempting construction work from this executive order applies. The company has started to pour concrete pipe and has also started the ditch in Provo Canyon and a number of our members are employed.

The Geneva Steel Plant is still using approximately the same number of our members as it was in my last report. There have been a number of layoffs during the past month and the number hired just about replaces those who have left for one reason or another.

The U. P. M. Company has started the streets and sidewalks at the plant which should supply some additional employment for our membership.

Ryberg, Strong and Grant is furnishing the black stuff for this job and this has increased its number of men employed at the Gravel Plant at American Fork. The men are now working two shifts in this plant. Their road job running from Pleasant Grove to the plant is pro-

gressing very nicely now that the weather has cleared up.

J. E. and J. B. Walker Company of Salt Lake City has been awarded by the Bureau of Reclamation a canal job in Provo Canyon. This job will last about a year and consists of widening, deepening and increasing the flow of the existing canal. My understanding is that this company is under an agreement with the Building Trades Council and we have had assurances that when it starts the Building Trades will supply their men.

The job will require several engineers.

Young and Smith, who are under agreement, are putting in a siphon for the City of Provo in Provo Canyon. This is part of the Provo City water works supply system and was started last fall.

The J. W. McKean Company, which is under agreement with the Council, has taken over the Springville housing job in Springville from the Nordin Construction Company. The McKean Company is one of

(Continued on Page 8)

## Jobs not picking up way they should in San Jose

(Continued from Page 6)

employ of Uncle Sam. I was informed that Brother W. Belakin is also going to work for the same employer.

Brother Willie Franks has been discharged from Uncle Sam's Navy and is ready to resume his former occupation as an engineer.

Brother A. J. Battin is recovering from a broken arm and other injuries which he received in an automobile accident a few days ago.

Brother Henry Baker of Watsonville has reported ready for work after a long illness in the hospital.

Brother B. C. Shade, who has been repairing farm equipment this winter in Castroville, is now longing for an outside construction job. Some brother was inquiring of his whereabouts the other day.

Received a letter from Brother Bill Crosson, who is at Camp Claiborne. Says he has now been there almost a year and is getting a little impatient to see some action. He has one brother who is a German prisoner and one who has been in the South Pacific seeing plenty of action for the past six months. Bill says he got a chance to operate a 37 B for a few days which helped to break the monotony and

since then has been on an Osgood occasionally.

Had a very interesting letter from Brother Frank Bell, who says he's not becoming a bit stale in his occupation. Says they do things a little differently out there but they also have different things with which to contend. Also says it gets plenty warm in the jungles and when it rains instead of putting on more clothes, you take them off and enjoy the warm water. Wish I could tell you all the interesting things in his letter but it would be too lengthy.

Also received another letter from Brother Harley Davidson, who is in the South Pacific. He asked me to tell all of the boys "Hello" and if possible to get him the address of Bob Slater. Anyone seeing Bob Slater please give him Harley's address: William H. Davidson, C. M. M., U.S.N.R., C.B.M.U. 524, F. P. O. San Francisco, California. Platoon 4P.

Most all of the boys have been receiving their copy of the Engineers News and say they enjoy it immensely.

Had a very nice showing at our last meeting in San Jose. Hope the next one is equally as well attended or even better. Don't forget it is on the fourth Friday of the month.

## Minutes for May 6

Meeting of Local Union No. 3 was called to order at 8:05 p.m., May 6, at the Building Trades Temple, San Francisco, President Clancy presiding. Roll call showed Conductor Riley and Guard O'Brien absent.

There were 107 members present.

### MINUTES

The minutes of the Regular Meeting of April 1 were by motion approved as printed in the Engineers News.

A synopsis of the Executive Board minutes of April 22 were read and the acts and recommendations of the Board were by motion approved as read.

A synopsis of the Executive Board minutes of May 6 were read and the acts and recommendations of the Board were by motion approved as read.

### SOLUTION

A resolution was introduced as follows:

#### RESOLUTION

WHEREAS, A portion of the members are becoming delinquent in their dues and causing the financial burden of their representation to be disbursed by the member who is prompt in the payment of his dues, and

WHEREAS, Benefits derived from membership in this Union are equally dispensed, so should the expense of maintaining the Union be equally distributed; therefore, the member who is delinquent in his dues should have a penalty imposed upon him for his neglect,

THEREFORE, BE IT RESOLVED: That the assessment for reinstatement fee be increased from the present \$5.00 to \$20.00, to apply to members of Locals 3, 3-A, 3-B and 3-C, and

BE IT FURTHER RESOLVED, that this resolution shall become effective as of July 1, 1944.

It was regularly moved and seconded that the resolution be adopted. Carried.

### COMMUNICATIONS

Copy of letter from Bay Cities Metal Trades Council addressed to Barrett and Hilp regarding jurisdic-

tion of electric diesels. Received and filed.

From Permanente Metals Corporation regarding article in the Fore 'n' Aft. Received and filed.

From American Red Cross, San Francisco Chapter, letter of thanks for contribution. Received and filed.

From Headquarters Franck R. Havenner for Congress, letter of thanks for his endorsement by Local No. 3. Received and filed.

From American Federation of Labor regarding Carl E. Nelson Company in Nevada. Received and filed.

From Building Trades Council of Reno and Vicinity letter of thanks for service rendered in representing Council in negotiations with Carl E. Nelson Company. Received and filed.

Cards of thanks from Mrs. C. E. Schlosser, Mrs. Barton and sons, family of Earl Philpott, Mrs. Mildred Shaw and family, and Mrs. Elsie Kuttel.

Chief Machinist Mate Brother Shirk, who has just returned from 18 months duty in the Aleutian Islands, was welcomed and introduced by President Clancy. Brother Shirk gave a short talk on his experiences and stated he was on a 30-day leave. He was very happy to be back and stated that he expected to go out again in the very near future.

Brothers Donald Johns and James Johns, Jr., both Technical Sergeants in the Air Corps, were welcomed to the meeting by President Clancy. Brother Donald Johns, being the spokesman, related their experiences in the Air Corps.

### REPORT FROM DELEGATES TO CONVENTION

It was regularly moved and seconded that Brother Swanson make the report for the delegates to the Convention. Carried. Brother Swanson made a short report, requesting that all delegates to the Convention make a report.

President Clancy called upon Brothers Mathews, Hester, Vandewark, Clem, Doran, Foss and Murphy. President Clancy made a short

report also. All reports were well received by the membership.

It was reported that Brother Metz was in Portland attending the Pacific Coast Shipyard Conference and that Brother Frank Lawrence had union business which prevented his attendance.

### BUSINESS AGENTS REPORT

The following business agents reported on the conditions in their districts: Spears, Foss, Doran, Clem, Murphy, Walther, Bryson, Foster, Vandewark and Clancy. The reports were received by the membership as submitted.

Report of the General Secretary-Treasurer was read by President Clancy.

Brother Swanson reported on the change of business representatives.

Brother Vandewark read a report on the finances of Local Union No. 3 for the past quarter.

### REPORT OF SICK COMMITTEE

The following Brothers were reported deceased: William L. Stewart, Earl Philpott, Arthur Berg, F. Maurice McCarthy and John E. Shaw.

The following Brothers were reported ill: Carl Gomez, John Gorman, Clem Hughes, Lonnie Thompson, G. Henwood, W. G. Jamison, Geo. Saras and Pete Altland.

The following Brothers were reported injured: Victor Sala, Fred Meyers and M. B. Pausons.

### NEW BUSINESS

The question was raised by Sam DeMalt regarding plaster hoists. After considerable discussion it was requested that complaints of this type be brought before the Grievance Committee which meets every Wednesday night at 7:00 p.m., 1161 Market Street, San Francisco.

A report was requested on the committee appointed to report on members carrying two cards. It was requested that Brother Sam DeMalt be added to this committee.

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

Respectfully submitted,  
C. F. MATHEWS,  
Recording Secretary.

# L. B. DUFFIN



## Concrete Construction

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# Utah conditions improving

By C. L. CASEBOLT, T. L. CLARK and SCOTT LEDINGHAM, Business Representatives

**Salt Lake City** — Conditions for the Engineers are improving steadily in Utah. John De Lagrange was here and spent several days with us, helping to sign up the Carl E. Nelson Construction Company. We also enjoyed his visit very much and hope he will come back again soon.

In the Ogden area we are assured that the Catholic Hospital and the Clearfield Naval job will be started this month. Gibbons & Reed Company is completing its job at the Army Service Depot and is moving men and equipment to Kingman, Arizona. This is in the jurisdiction of Local 428, which is a real union and we suggest that all of our members be correctly cleared before going to work in their territory.

W. W. Clyde Company is completing the Roy River Dam cut-off. The Johnson Sand and Gravel Company is going along very good. Wheelwright Construction Company is finishing the sewer job in Ogden and is busy leveling farm ground.

Oalif Nelsen Company has just moved equipment on to its highway job at Hot Springs. Tom and Al Hunsaker are doing the grading on the Nordin Housing project and are installing the sewer system. Peter Kiewith is making good progress on his job at the Naval Base. Harry Lee is just starting in on the Layton Sewer. Has two trenchers and a cat working.

During the last week we have had some trouble with the L. T. Johnson job. Recently Johnson has had ten tractors leveling farm lands and expects to send his entire out-

fit to Kingman, Arizona, for Gibbons & Reed. Our difficulties were over the payment of wages and the fact that he whipped one of our Brothers who was attempting to collect his pay. His crew was immediately transferred to the Utah Construction stripping operations at Bingham Mine and Johnson is busy collecting his money to meet the wage claims we have against him.

Also in our territory we have the Larsen Housing job on the unfair list. This job has caused us lots of difficulty as well as the other crafts and we now have a grading firm, named Brethers Brothers from Heber City, working this unfair job.

On a trip to Ogden yesterday, I find they are doing more damage to the project than good. By the time they pay the bills for the basements they have destroyed they will probably be out of business.

Hunt and Frandsen and Russell Allen have eleven of our men working their road job. Vic Newman just moved a shovel to Wendover, taking a union crew with him for a change. It should at least be a week before a Business Agent has to chase him around. O. A. Thorn has started his work at Stockton, Utah. Going along better this year than in the past.

Carl E. Nelson Construction at Tooele are starting out very good. They have signed a Building Trades agreement. Morrison Knudson Company have seven of our Engineers on a small railroad job at St. Johns. J. R. Daum have started laying pavement at the Tooele Ordnance Depot.

W. W. Clyde is just getting start-

ed on the Schofield Dam, Carbon county. Ryberg-Strong and Grant, Vincent K. Jones are both working a large number of our members, also in Carbon county. Around Salt Lake City, we have Hebe Glenn under an agreement. Going along very nicely. Kellogg Company finishing their job at the Utah Oil Plant.

The Utah Construction Company has about fifty of our men working on the Dike job at Garfield and have started stripping operations on the Bingham Canyon Mines. They have one shift at present and expect to start a night shift Monday, May 8th.

We are having lots of difficulty in getting a signed agreement with the Utah Copper Company for Local 353. I have spent considerable time at this and expect I will have to donate almost my full time for two weeks in the hearing on this case before the nonferrous commission. This hearing starts on May 15th, in Salt Lake City.

At this time I want to thank the Utah Metal Trades Council and our Business Manager, Brother Swanson, for sending me as a delegate to the South West Metal Trades Conference which was held in Phoenix, Arizona, on April 16th and 17th. It was an excellent trip and I believe we accomplished a great deal for all of the crafts in Utah, along with meeting President Frey of the Metal Trades Department, and the other delegates from five states. I also had an opportunity to become better acquainted with the Business Agents and the office force of Engineers, Local 428, in Phoenix. That alone was worth the trip.

## Foster says—

(Continued from Page 3)

Every man on the dredges is doing his part in the war when he is on the job, but there are not enough men on these jobs at this time.

This work is steady and fairly good pay. Any member can earn up to \$70.00 for one week with a certain amount of allowance for traveling or transportation to and from work.

The hourly pay for Deckhands is \$1.10 per hour with a 40-hour week. All over 40 hours is time and one-half. Owing to the fact that this is steady, the men make more real dough in the ultimate, than the construction oilers and

some operators.

Think this over and go to any of your offices and go to work.

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## San Rafael

(Continued from Page 3)

Napa-Vallejo job. . . . Truett-Shield, Fisher, have buttoned up on Napa River job.

Special Announcement. The bonds for Conn Valley carried, and bids are to be let July 1st. Three million yards of dirt. . . . job to hold 30,000 acre feet of water, Napa district. Also six miles road re-routing. I expect to have several Local Brothers out of work by the time the job opens. At present all members are working. . . . however, I am short of "oilers".

## American Dredging Company

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Marshall C. Harris  
President

Russell S. Harris  
Secretary and  
General Mgr.

## More on East Bay

(Continued from Page 5)

The following members working through this office were called into the service the past month: Brothers Ed. B. Shonyo, Navy; F. Katarzy, Navy; Jerry Cook, Navy; Norman Luna, Army; Edwin Burns, Navy. We wish these Brothers lots of luck!

Brother Jack Lloyd, who is on the sick list committee, reports he visited the following Brothers and found the majority of them very much improved:

Brother J. Johnson, who received a badly mangled leg while oiling on a northwest shovel, February 6th, entered Providence Hospital. He was released March 15, but unfortunately returned to the Merritt Hospital, March 20, and will possibly be laid up until November or December.

Brother Fred Meyers is confined to the Richmond Hospital with a broken leg. Is doing fine, but due to the type of break will be laid up until August or September.

Brother Lonnie Thompson is getting along as well as can be expected at the Peermanente Hospital, but will be confined there until November or December. Brother Thompson states that he would like to have a few of the Brothers drop in and pay him a visit!

We are glad to report that Brother Curtis Ball, who has been ill for the past six months has recovered sufficiently to return to work.

Brother Cliff Hughes reports that he is still under the doctor's care for a back injury, and it will be from 3 to 4 weeks more before he can expect to go to work again.

Rumors are going the rounds regarding the shipyards going on two 10-hour shifts. Up to date this office has no official dope on this matter. Labor Management has talked of this, but so far nothing has been done.

Brothers Allgood and Burns are doing a good job as Stewards in Yard II, day shift. Brother Claude Feeley is now at the Standard Oil job in Richmond.

Brother Clifford Jacks is the new foreman on swing shift in Yard I, Richmond.

Brother M. B. Parsons of Encinal Terminal job is off on the sick list. Maybe he is just out for a rest.

There has been considerable controversy during the past few weeks in regard to the Navy doing construction work in this Area, with Navy personnel.

We have been cooperating with a committee from the Alameda County and Contra Costa Building Trades Council endeavoring to adjust this matter and at this time we are glad to report considerable progress has been made in securing the work for members of the various unions.

## More from Provo office

(Continued from Page 7)

the better class contractors and little or no trouble has been had on their work.

Heber J. Glenn, who was on the unfair list for some time and was just recently signed under a building trades agreement, has the sub-contract for the digging of the basements and the grading.

Provo City is experiencing at the present moment something that it has only experienced two or three times in its past history. That is a picket line. Sutton's Cafe, a local cafe, was organized by the Culinary Workers and Mr. Moorefield, the manager, by intimidating, coercing and other methods caused

his employees to quit the union.

The union filed for certification with Utah Labor Relations Board, a board set up by state law under an act similar to the National Labor Relations act to handle intra state employers. The local also filed unfair labor practice charges against the cafe and the board found that they were guilty of these charges.

This employer is a member of the Associated Industries, the labor hating organization in this state and it is backing him in his fight against the union. All unions have been cooperating with the Culinary Workers in the winning of this fight as it is felt that if the Associ-

ated Industries can be discouraged, less trouble will be had in the future in similar cases.

All the business representatives, including yours truly, have been aiding the picket line and it is surely amusing to see the reaction of some of the natives of this city who are not exactly used to this type of trade union action.

Work due to the betterment of the weather in this area seems sure to increase; however, it will still be well for any of the members coming to this state to inquire of this office before coming in. While we have but a few on the out-of-work list, still we have no idea when any of the jobs slated to start will open.

## San Leandro Rock Co.

1159 Estudillo Avenue

San Leandro  
California

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