



OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, NO. 5

SAN FRANCISCO, CALIF.



JULY 21, 1944

End begins for the Axis

They won't suffer

Net earnings were \$1.23 per share of stock, compared with 98¢ a share for the same period last year, after expenses and taxes are deducted. Doesn't sound like much, but \$1.23 a share runs up to \$9,143,000 net earnings for six months.

AFL leaders score GOP

* * *

Labor unites in fight on bill

The bill, which would outlaw the closed shop and other vital clauses in union contracts, qualified with 180,449 signatures, just over the 100,000 needed to get on the ballot. It was opposed by many employers connected with the MMA who spent hundreds of thousands of dollars to get the bill on the ballot over the opposition of not only organized labor but of the California Chamber of Commerce, Veterans of Foreign Wars and other groups in the state. Labor spokesmen say all unions will fight to the last ditch to keep the measure from passing in the election.

San Francisco jobs gaining, says report

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CHICAGO (FP)—Chicago Tribune's contribution to a patriotic July 4 was to kill all war job help wanted ads in order to conserve paper. Neither the editorial page nor the comics were touched.

Swanson completes Utah trip; health shows gain

By **HARRY METZ**
Special Representative

Ike sends his thanks to AFL

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Green doesn't like GOP double talk

The GOP platform ignored the problems of 20 million war workers who will be shifting back to peacetime production and took no action on the AFL's plea for special unemployment funds to tide over such workers. No mention whatsoever was made of full employment or of government measures to attain jobs for all. Guarded support was given to public works planning and public housing.

Attention!

Local 3-c members

A great deal of time was consumed in getting the data necessary to present this case to the Board due to the necessity of each Dredge company filing a Form 10. The case was presented to the National War Labor Board in December of 1943. It was shifted from one panel to another, and finally to the War Shipping Panel at Washington, D. C., which approved the increases on June 23, 1944, as follows: An increase of \$.05 per hour on all classifications except the Chief Engineer, retroactive to March 1, 1943. This increase is applicable only to employees receiving minimum contract rates or below. Employees currently receiving rates above the minimum contract rates are not entitled to this increase. We understand that the Dredge Owners are working upon the retroactive pay and those entitled to retroactive pay should receive their checks in the next couple of months.

Foss reports on San Rafael news

By H. O. FOSS
Business Representative

San Rafael—A. J. Raisch, with S u perintendent Russell, with average crews, have sufficient work to keep them busy until the rain falls.

Hutchinson Company in Greenbrae, with the usual crews, but sorry that Wade Atkinson, our mill man, was incapacitated from the effects of too much dust, and will probably be off for a month or so. Hutchinson Company is installing a ramp for the loading of rip rap up the river.

Underground Construction Company with a job in Bolinas; few other jobs in this district.

Brothers Tom Rush and Bob Stone on the Coheen Construction Company job in Mill Valley, California. Brother Yoder, one of our "old-timers," running the shovel on this job; also, our original Charlie McCarty employed here.

Having some difficulty at the present time with one W. E. Thomas putting in cattle underpasses between here and Petaluma, and insisting on running an unfair job. He will, perhaps, be convinced of the error of his ways before the job is completed. At the present time this man is on the "Unfair List" of the Building and Construction Trades Council of Marin County; but with the help of a few farmers in the vicinity, he seems to be progressing slowly.

Union Paving Company, Cotati, Superintendent Parker—should be finishing their contract this month.

Have reports the Fulton Airport at Santa Rosa going to do extensive runway work, but no confirmation as yet, and no contracts let.

Ted Watkins of Stockton working in the vicinity of Boonville to Navvaro, doing some resurfacing and patching should finish this month. Also Clauson in this district. Says he is sorry he ever got up in the hills.

Carlin Construction Company at the Mendocino Airport should also be finishing this month.

A. Teichert has the contract for the paving at the Mendocino Airport project; have all equipment on the project and going along

very nicely—working six days, 10 hours.

The Hayward Building Materials Company has a job from Laytonville north—resurfacing in spots.

On the Conn Valley Project we learn the United States Department of Reclamation has now become a part of the foregoing project, and the necessary contracts have been delayed to comply with Government regulations and specifications. No definite date as to the awarding of contracts.

Casson and Ball on the Napa-Vallejo Highway Project, Superintendent Brother Red Bennett, are on the finishing end, and have done about all they can do until the Public Utilities get out of the way; much of the equipment going to the Fairfield job.

Fredrickson Brothers on the Benicia job—getting very well along on the contract.

The Union Paving Company, with Brother Jack Logan—all of the hot plant at Benicia moving out and going down in Brother Clem's district.

Lee J. Immel has "pinched" off a nice job resurfacing and rebuilding roads at Mare Island.

Biasotti, with Brother Red Barry, have finished their projects in this vicinity.

The Red Rock Quarries are very busy in the Vallejo district.

It might be interesting for the brothers that Brother Hi Gill seems to be permanently located as a "fixturer" with E. E. Lowell of Vallejo. They seem very busy at all times.

C. M. Syar and H. O. Rutherford seem to be going right along.

Fredrickson-Watson at Hamilton Field—Superintendent Poss. Brother Sy Redisi as pusher—getting strung out on our big job at Hamilton Field, bringing in some of our "old heads" and calling for some new members. Charles R. Harney progressing nicely at the same place.

Brothers Hestro and Kingwell giving the orders on the Harney job.

All members working—everything about on the ballast—no orders and no men—need oilers very badly. That is all.

New Stockton area job; rules abuses scored

By ED DORAN
Business Representative

Stockton—J. R. Reeves started a job at the Lathrop Reconsignment and Holding Depot, six miles south of Stockton, a job with 25 members of Local No. 3. Earl Parker, Marysville contractor, did the dirt moving with six jeeps, two dozers and two blades, working two-hour shifts. Brother Charlie Rowe was shifting, Brother Walt McGuffy was running the blade, and Brother "Slim Story" was "nut busting" on the job with Geo. McBride as the mechanic. The job is now finished and the gang has moved to Sacramento.

Brother Ellis McMurry was a visitor to the Stockton office recently. "Mac" has been in the uniform of the U. S. Marine Corps for the past year. He was formerly employed as a cat skinner for the Permanente Metals Corp.

Biasotti job at Altaville has four engineers employed. The job should be finished in a short time. Brother Al Regalia is superintendent of this project. Brothers Monk and Covington are operating blade, and Brother Neilan operates roller, Brother Chandler is operating the dozer.

Section 12 of our working rules states "Any member before taking another member's place on a job shall consult the Business Agent of that district." There has been a flagrant abuse of this section here at Stockton and in this area. On one job northeast of Stockton, a paid up member of Local No. 3, a shovel operator, was bumped off the job by one oiler, a suspended oiler at that.

In another case, six miles south of Stockton on a job where 30 members of Local No. 3 are working on a construction job, three blade operators were run off in succession because they could not operate the blade to the satisfaction of certain Government inspectors. This Government agency sent to Bakersfield and asked for two blade operators who came to Stockton, got a clearance from the hall, went to the job and a brother engineer was run off. One of these operators is a member of Local 3. The other was allowed to work temporarily until we could replace him with a member of Local 3. Although both of these abuses have been corrected, please remember that your Brother Engineer may have just as many financial or family obligations as you, so, please think before taking someone else's job.

Funeral services for Brother Guy Hawes, age 44, who was killed in an accident June 30th while working at the Moore Equipment Company at Stockton, were held at the Scheer Memorial Chapel at Oakdale. The Rev. Merle Clark, Pastor of the Community Methodist Church, officiated. Interment was in the Masonic Cemetery at Modesto. For many years Brother Hawes was employed by a gold dredger company at Folsom, and five years ago he began work in Stockton. He is survived by his wife, Mrs. Ruby Hawes and a daughter June, of Oakdale. Our deepest sympathy is extended to the family and friends of Brother Hawes in their bereavement.

There have been numerous inquiries regarding the job to be done by the Navy at Crows Landing. To date, the only information that can be obtained is that Johnson, Drake and Piper, 1736 Franklin Street, Oakland, submitted a low bid of \$889,400 for the construction of buildings, services and paving.

On June 16th the Western Mining Council held a meeting at Ione to discuss the problems of the Riverbank Aluminum Plant. One

result of this meeting was the appointment of a committee, the procedure being to authorize Harold Colburn of Plymouth and Russell Bjorn of Stockton to serve as the nucleus of a group, and to proceed with its enlargement at their own pleasure. Colburn and Bjorn decided to call in seven others and set up a nine-man power committee. While at the present time the legal issues are clouding the whole question, Colburn's committee feels that otherwise the plant would be in a good competitive position if continued. Alumina from various sources would be as readily available to the Riverbank Plant as to other plants in the western states. Whether the future source of alumina for western plants will be Arkansas, South America or the South Pacific Islands is not yet known. While it is perfectly feasible technically to concentrate alumina from California clays, such as those available in Ione, and at Cooperstown above Oakdale, satisfactory data is not yet available as to the feasibility of such processing. Representatives of the U. S. Bureau of Mines are dubious about California clays being a good source of alumina. At the present time the committee will no doubt lay plans to interest the Aluminum Co. in the continued operation of the Riverbank Plant. The Riverbank Plant was built by the Defense Plant Corporation, a Government agency.

The Boy Scout committee for the Operating Engineers' troop at Stockton wishes to thank all members in the Stockton area for their generous donations of the past months. The money donated is being used to buy equipment for these kids. A committee has been appointed to find ways and means of obtaining a building site and material to build a Scout cabin for our troop.

George Patterson has started a job at the Vernalis Naval Air Station. However, the job is not a large one, so there will be but few members working until Patterson moves to the Crows Landing job, where he has a sub-contract to do the dirt moving for Johnson, Drake and Piper.

Congratulations are in order for Brother George Babb, who has recently married and has taken a job for Al Biasotti as mechanic here at Stockton. Good luck, George.

How about you guys working in the woods? Why don't you let us know where you are working, and how to get to you?

For the past three months the Stockton office has been kept open every Friday night for the convenience of the members who could not get in during the day. But due to the fact that very few members have taken advantage of this convenience, the office will not be open after Friday, July 21st, 1944.

By the time this paper goes to press, the Claude Woods job should be completed. For several months Woods has been working on a highway project extending both ways from Mokolumne Hill to Westpoint.

Salute Ava!



Streamlined Movie Actress Ava Gardner holds dolls representing the army, navy and marine corps, whose men have made her a pin-up favorite from barracks to fox-hole. (Federated Pictures)

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FDR SIGNS PRICE BILL, BUT FEARFUL OF CHANGES

Washington, D. C.

President Roosevelt signed the price control extension act despite labor's united protest, but significantly warned that if the relaxing of enforcement provisions inserted by Congress proved helpful to chiselers and blackmarket operators, he would ask an amendment.

The President praised the manner in which the line has been held and complimented Congress for standing "firm against any departure from the basic principles which have made it possible."

But, he went on, "some of the amendments introduced . . . may make it somewhat harder to hold the line. But I am advised by the enforcing agencies that in their opinion the line can be held against inflationary price increases if they are supported in a firm administration of the law in accordance with its basic objectives."

"The provisions of the extension act which give me the most concern are those reacting to enforcement. No act is any better than its enforcement. No act, least of all a price control act, can be effectively enforced without the support of the people affected by it."

" . . . I fear that the changes made will weaken and obstruct the effective enforcement of the law. I hope that experience may not justify my fear. But if it should turn out that the enforcing officers encounter serious difficulties in bringing chiselers and black-market operators to book, I shall ask the Congress to remove the difficulties."

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Te Absolvo



Army Signal Corps Photo
In the Valley of the Shadow of Death Capt. Charles L. Forsyth, of Boulder, Colorado, a Catholic Chaplain, hears the confession of a soldier wounded in action at Arawe, New Britain. An army chaplain's work multiplies itself in importance as soon as troops move into combat. Back the Attack by buying War Bonds. From U S Treasury

Carefully Selected — Low Mileage EASTERN CARS

WE BELIEVE NEW YORK CARS ARE THE MOST DESIRABLE AND WE HAVE PICKED THE CREAM OF THE CROP They have been DRIVEN LESS. Most Eastern owners have not been ABLE to drive their cars for work or pleasure the past two years.

Arriving Continuously — Rail Shipped

See These Cars at

METROPOLITAN MOTORS

THE BIG LOT — 300 E. 12TH ST.

Oakland's Largest Buyer of Hi-Grade New York City Used Cars
GLENCOURT 3353

Nevada R & S bids low on new Reno job

By JOHN DeLAGRANGE
Business Representative

Nevada—Nevada Rock and Sand was the low bidder on 4-8/10 miles of excess road from Golconda extending on portion of highway to Getchel Mine of \$84,400. This also consists of one timber bridge across the Humboldt River.

Everything is completed at Honey Lake and no new work is contemplated.

The Fallon Naval Flight Training Station job is rapidly drawing to a close with only a few of our brothers now employed there.

Carl E. Nelson Co. highway job at Elko is progressing satisfactorily. Brother Wm. (Bill) Tomberlin is the steward on this job.

An Engineers meeting was held at the B.M.I. Gabb's Valley, Thursday, June 22nd, with a fine attendance. We are progressing very nicely there in organizing the mill. Brother O. J. Ramsey is chief steward and Brother Chester Utter is the pit steward. Brother J. C. MacDonald is the mill steward. Our meeting nights at Gabb's Valley will be held every first and third Thursday night. The Sierra Magnesite, Basic Refractories and Morrison & Knudsen's jobs at Gabb's Valley are 100 per cent Engineers.

The Nevada Rock and Sand Co. has temporarily suspended operations at Virginia City. They have moved approximately 200,000 yards of stripping and are now sampling. The latest information I have at this time is that they will know if they are going to reopen on a larger scale. W. A. Bechtel has moved one "cat" in on this property and Brother Firmin Bruner is operating it. They contemplate moving in large shovels and trucks if this job continues.

I received a copy of letter from our San Francisco office from our General President Brother Wm. E. Malone, indorsing Senator Pat McCarran, senior United States Senator from Nevada for re-election. I am sure that all members of Local No. 3 in Nevada will not only vote but will instruct all their friends to vote for Senator McCarran. Senator McCarran's labor record is 100 per cent for organized labor. He holds a position as chairman of the Judiciary Committee in the Senate and also is a member of several other committees.

If you have not registered please do so at once, so that you will be eligible to vote in the coming election.

News from the dredgers

By JACK FOSTER
Business Representative

San Francisco—More men are needed on dredges in the Bay area. A pay increase granted by the government should be an inducement to get more men on these jobs. Rates of pay are:

Deckhands	\$1.15 per hour.
Leveemen	1.15 " "
Mates	1.30 " "
Levermen	1.65 " "

On some dredges the men live aboard, receiving good wholesome food at a rate of \$1.25 per day.

Men who have worked on these machines since March 1, 1943 have retroactive pay of five cents per hour due them, under terms of the raise mentioned above.

Men are needed right now at the Oakland Estuary. Call at any office of the union for information on these desirable jobs.

Otto Never recovering from illness

OTTO E. NEVER
Business Representative

Eureka—This torture of 225 miles of cork-screw road territory is in about the same condition as to work, as was reported in the June issue of the News, the only difference being that your business agent is writing this from a hospital bed. I am just recovering from two major operations, and by the time this article reaches you, I hope to be back in the territory taking care of your interests again. May I take this opportunity to express my sincere appreciation for the messages, phone calls and flowers which I received while ill.

In the north end of the territory at Smith River, Hanrahan is winding up his gravel stockpile job and should have all of his equipment moved to Red Hen by the tenth or fifteenth of July. Just how long this job will take is a mystery, but the consensus of opinion is that it will take most of the summer. The Red Hen job will run between Orick, where they are taking out the gravel, to Trinidad.

Mercer Fraser has been the successful bidder on the dirt-moving at the Arcata Airport. Just how much this amounts to I have not been able to find out. Chicago Bridge and Iron still keep the same crew going, both on the drydocks and the dredge. We are still in need of ventilation operators which is nothing more than the handling of large blowers.

Mercer Fraser was the successful bidder on the job north of the Scotia Bridge and will probably move in there after they finish the job at Mineral. Clemens Construction Company started moving in to the Garberville job on the first and should start on their 10 miles of resurfacing there by the 15th. Everyone is busy although everything is on an eight-hour basis, six days a week.

I shall have some more news for you on copper and chrome mines in our next issue.

Post-war era is concern of labor school

Post-war problems and present means of tackling them is a major concern at the California Labor School, 216 Market St. The summer term, now in progress, features an overflow class on post-war reconstruction which has among its instructors labor, community and business leaders; a class on current social problems and another on the present and future relations of Latin-America and the United States.

The course on current social problems is taking up such matters as the rehabilitation of veterans, child care and juvenile delinquency, and employment and industrial psychology.

More than 500 students have registered for evening classes at the labor school. A good majority of them are union members, for the school is sponsored by 102 unions, among them the Operating Engineers, Local 3. Sponsorship of the school entitles all union members to free scholarship in any of the 50 classes now being conducted.

Recently moved to a five-story building, the California Labor school has expanded its facilities and services to unions and now offers classes in economics, history, philosophy, drama, arts and crafts, languages, unions, the war and many other subjects.

An AFL hero



Machinist Mate 1/c Aurelio Tasone won the Navy Silver Star and a bravery citation for killing a dozen Japanese during the invasion of the Treasury Islands. Tasone was a member of the International Molders and Foundry Workers (AFL) before he joined the Seabees. (Federated Pictures)

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Big new job to open at Redding

By E. A. HESTER
Business Representative

Redding—Dechetes Lumber Co. is preparing to erect a large mill at Anderson, California. Federal funds have been approved for this project. In connection with this mill there will be about 35 or 40 miles of logging roads to be built. Preliminary plans are now being formulated and the job should be under way soon.

I was successful in negotiating a new wage scale and working hours for engineers working for the United States Brewery in Red Bluff. On a six-day week basis the Chief Engineer receives \$425 per month, Second Engineer, \$327 per month, and Third Engineer, \$285 per month.

Columbia Construction Company is engaged in dismantling the huge gravel plant and 9 1/4 miles of conveyor belt which furnished aggregates for the mighty Shasta Dam and Keswick Dam. They have enough material in storage at the dam to finish the project, which will be in two or three months.

Members on the Lester Rice highway project at Mineral, under the command of "Pop" Getz, seem to be happy and gay and are getting along well. This firm was formerly known as Hemstreet & Bell.

Brother Andy Dobos has gone to work for Andy Gladney at Kaggs Pit. Andy has several rigs working for the Southern Pacific Railroad between Delta and Yreka.

Larson and Harms of Sacramento were low bidders on about 30 miles of resurfacing and repair on highways in Modoc and Siskiyou counties. This job should be starting soon.

Everything seems to be going very well on the Airport at Alturas. They recently brought in some more equipment.

E. B. Bishop is going full blast on his highway job near Adin. McGillivray Construction Company is also moving right along.

There's not much doing in the vicinity of Redding, except Shasta Dam and the Carrico-Gautier Iron Mine. Most of our work is scattered over northern California. We have been able to place most everyone coming this way and I've had numerous calls for Engineers that we have not been able to fill.

New Fresno jobs scarce; no headway on Friant

By WM. C. WAACK
Business Representative

Fresno—A well scattered job prospectus is facing the lower end of the Valley. If some one of Paul Bunyan proportions stood in Fresno and scattered jobs as though they were pebbles, I'd say he had a good throwing arm. The distances that the jobs are dropping from the Raisin City makes one feel that everyone has turned against us. Merced and Le Grand where Ruddy is working is north, Mariposa in the east, Coalinga and Avenal west and Earlimart to the south, on the Kern county line.

As to progress on the Friant-Kern Canal no headway as far as contracts go are breaking as yet. It seems as though our old friends, the Associated Farmers, have "drag" enough with the anti-administration groups to slow everything down to a point of stoppage, due to the present 160 acre limitation on the use of this water. Syndicates are at the present, as they have in the past, purchasing all available and suitable arid or semi-desert land at minimum market values. At the present all water for these farms comes from deep wells. If these factory farmers get this water from Friant the land will increase in value at least \$100 an acre. One owner is Russell Giffen, who has 42,000 acres. His profit alone would be nearly one-half million dollars. No wonder that a deal like the canal can be stalemated with such plundering.

Why should we engineers be interested? These tremendous acreages will be leveled, and irrigated, placed under intense cultivation and become a garden of the desert. This leveling and water service is to provide hundreds of our men with post-war jobs. Ninety-five per cent of the farms in the Central Valley Region are less than 160 acres. The other five per cent contain 40% of the acreage to be irrigated. Most of these farms operate with labor living in shanties and sheds, not homes. This country was the setting of the "Grapes of Wrath."

We are still waiting for the appropriation for Tulare Lake. These dredgemen may seem to many of the bay boys to be on a Sunday school picnic, but they are not. The weather gets heavy at times on this inland body of water and broken pipe lines due to rough water are not uncommon. Ben Edin is skipper for American and doing a good job of it. Brown Materials, Griffith, and Gilkey are still digging around the Lake bottom.

Brother Henry "Pete" Petersen, now a Captain in the Army, is doing some long distance traveling. Mrs. Petersen hasn't heard from the big boy for three weeks, but we're all satisfied that everything is okay. Fresno's warm weather will be a welcome change when he comes home.

Private Acrey of the Marines dropped by. He's in the pink of condition and his operating technique is as keen as he is in his outfit. He's running a Lorraine for his outfit. No overtime or trade rules, which he misses very much.

Brother Joe Riley—"Hello Joe whadayah know" dropped by on the 28th bound for Fort Sill, Oklahoma. Joe says the good ones stayed there. How about that? Joe says it's warmer at Fort Sill than it is in the Valley. I'll argue with him on that.

I took Brother Sedgwick down to Salyer's Farms, outside of Corcoran. Albie Gaylord is pusher on the land leveling setup that Salyer operates and his entire crew are No. 3 members. Jim Bonner, Slim Maynard and Brookshire with Sedgwick keep this group going. Salyer says that our men not only sold themselves to him but by their

Job increase noted in San Mateo area

By PATRICK CLANCY
Business Representative

San Mateo—In San Mateo County and vicinity construction work is on the upswing. W. O. Tyson Company's Menlo Park hospital job is just about completed; Brother Reese Woodhouse is the foreman. The Tyson quarry still has two of our members employed full time.

Considerable Navy work is being done by the Port of Redwood City, and the Jones Stevedoring and California Stevedoring Companies have been employing a number of our members loading vital war material. L. C. Smith is still doing small jobs in the county, but no large ones at this time.

The Mills Field Airport has four shovels in operation, one rented dragline, six dozers, one carryall, air compressors, and a full crew of heavy-duty repair men taking care of all equipment on the job. The dump-truck contractors who are hauling work on this job are having their repair work done by members of Local No. 3; in other words, there are no machinists on the job. We also have four shifters; "Whitey" Stanton and Clarence Crawford have the cats, and Brothers Neilson and Whitman have the shovels. These men are receiving 12 1/2¢ per hour above the rate of the highest paid operator under their supervision.

We had some difficulty with the California Paving Company's job at South San Francisco, but the matter was adjusted when the owner of some rented equipment moved it out. The Rock and Gravel unloading job at South San Francisco, using one of Smario's machines, is just about finished. The Union Paving job at the Pan-American Air Base is proceeding as quickly as possible, and the new asphalt plant they are building will probably be completed in the near future. Guerin Bros. yard at South San Francisco is still doing a little repairing. Guy F. Atkinson yard at South San Francisco is gradually shaping up. There is a large number of our men employed as heavy-duty repair men.

Western Pipe and Belair are proceeding about as usual. Belair's concrete boat contract should be completed within the next 60 days. There is a possibility they will build a large repaid yard, which we all hope will go through.

The Clifford & Sorensen Hetch-Hetchy Tunnel job is doing very well, with 12 of our members employed. Charlie Bartholomew is job steward on the east end and Lyle McCann is job steward on the west end.

There are numerous other small contracts throughout the county, as well as a lot more work expected on Mills Field.

skill and ability, to his customers as well. That's good going, gang.

Frank Sutton, Private in the infantry, wishes he got into the Engineers. Frank was maintenance mechanic on Obergs sub out at the Canal.

Our next Fresno meeting is at 8 o'clock, July 27th, at 1035 Broadway. Floyd Adams is also invited. Charlie Steele is at Teichert's and Arnold Terkeson went back to Vallejo. Ralph McGowan is setting steel at Planada. Tony Perry went over to Railing at Newman and I'm trying to get more gas for the long trips necessary to cover the district.

Let's put this one over

For the country as a whole the Fifth War Loan has become history. The right kind of history, too. For the nation has gone well over the top in the most stupendous drive in the greatest war in history.

But (this is addressed directly to San Francisco members of Local 3) the "city that knows how" has fallen sadly below the quota assigned it. That city, which has made a proud record in every other sort of home-front contribution, has for some reason fallen down on this vitally essential section of that front.

Your officers believe that Local 3, and labor as a whole, has done its share. But someone, somewhere, hasn't.

So for San Francisco the Fifth War Loan can't be written off the books—yet. If there are classes in the community who can sit this close to the war front and fail to chip in, then labor must do even a little more than it has already done. Labor will do it.

Besides, that extra bond you hadn't thought of buying stacks up to a great investment—in peace and freedom as well as money.

We're hitting 'em now with our tools, but that extra bond will be a sock they weren't looking for. You know who we mean.

Ship production boosted



Five times the production and twice the safety of former methods was the score achieved by H. L. Maher's suggestion, an improved fixture for scarfing pipe, at the California Shipbuilding Corp., Wilmington, Calif. Workers at the yard are members of AFL Metal Trades Council. (WBP photo via Federated Pictures)

Urgent

TO: All AFL Trade Union Members

If there are any bona fide Merchant seamen in your organization who desire to go to sea in the Merchant Marine, please have them apply to any Sailors' Union of the Pacific office. They will sail under collective bargaining agreements, out of UNION HALLS, under UNION CONDITIONS, with full UNION protection.

Our agreements cover ratings for bosuns, able-bodied seamen, ordinary seamen, electricians, pumpmen, oilers, water-tenders, wipers, firemen, chief stewards, cooks, bakers and butchers.

Sincerely we remain,
SAILORS UNION OF THE PACIFIC
57 Clay St., San Francisco.

New Richmond mayor wastes little time

RICHMOND, Calif. (FP)—The same day Robert D. Lee became mayor of this city he pushed two labor resolutions through the city council.

Business representative of the International Hod Carriers, Building and Common Laborers Union (AFL) and 3-time president of the Contra Costa Building Trades Council, Lee was chosen by fellow city councilmen to succeed Frank E. Tiller, Standard Oil Co. executive. He has been a member of the city council for three years. Mayors of Richmond are not elected but appointed by the council.

On his first day as mayor Lee persuaded the council to pass one resolution condemning the reactionary right-to-work amendment on which Californians will vote in November and another criticizing inadequate transportation service provided for the city's thousands of war workers.

Hiring under pay Scales is halted

WASHINGTON (FP)—Making a two-way street out of an original general order that had made hiring workers at above the established scale subject to its formal review, the National War Labor Board, July 5, acted to stop employers from taking on workers at less than established rates of pay.

The amended order says that hiring of a worker at a rate lower than the rate properly established in any plant is a wage or a salary cut and therefore requires approval of the WLB before it can be put into effect. The original order made no reference to chiseling cases.

Keep paid up

By T. M. BYNON
Financial Secretary

As of July 1, 1944, reinstatement fee for suspended members of the Operating Engineers has been raised from \$5.00 to \$20.00. It is now more important than ever that you see that your dues are paid well in advance. Do not allow yourselves to become suspended!

At this time we are having quite a number of our boys out on Service Withdrawal, returning home, after being discharged from the services. It is important that these members deposit their Service Withdrawal cards within ninety days after their discharge from the service. Dues should be paid for the current month upon depositing the card.

Stay on the Job!

By SAM KAGEL
Acting Director, War Manpower Commission
Northern California



Twisted and wrecked landing barges, demolished guns, tanks, trucks and other equipment on the shores of Normandy told a story of major importance to the workers of America.

The product of these workers made possible the invasion of Europe and the continuing successes—but that invasion claimed a terrific toll in the materials of war equipment which must be replaced in an unceasing, ever-increasing flood.

An idea of what an invasion costs in the way of equipment is given in figures of American losses in the Sicilian campaign, in which we met only a fraction of the resistance experienced in France and Italy.

In Sicily the losses were:
13 per cent of all 155 mm. howitzers landed by the Allies.
46 per cent of all 57 mm. guns put into action.
13 per cent of all 37 mm. guns employed.
8 per cent of all medium tanks and 7 per cent of all light tanks.
54 per cent of the carriages for the 37 mm. guns.
36 per cent of the motor carriages for the 75 mm. guns.
22 per cent of the carriages for the 105 mm. howitzers.
That rather brief summary gives a partial picture of the demands that are being made and will be made for increased American production. Rather than the war being "over," we have just established our beachhead on the production front.

We are now consolidating our positions and we cannot fall back. The toll in Europe is great and it will be greater. The same applies to the battle of the Pacific. And, in addition to producing the munitions of war for the continuing fights, here in the Bay Area we must continue the many other activities that are essential to the war effort.

Our vital transportation systems must be maintained. We must build the ships, we must get the cargo to them, we must load the ships and, when they come back from the fronts, we must repair them.

The manpower situation in this area consequently is becoming more acute daily, and the demands will become heavier and heavier as the force of the Allies swings from Europe to the Pacific.

The toughest part of our fighting, and the toughest part of our production lie ahead.

Fatigue is taking its toll. We often weary of the hardships we are forced to meet—inadequate transportation to and from the job, difficulties in shopping, inadequate housing and the many other problems.

But war is work. Battle is just downright drudgery for the soldiers at the fronts—it's slopping through the mud, wondering where in hell the soup kitchen is, being grateful for a cement floor with part of a wall around it for a bed.

Considerable numbers of workers, apparently believing "it's all over but the shouting" have quit their jobs in this front-line production area and have gone to their former homes. Others are looking around for better jobs.

Every hour of manpower that is lost will prolong the war just that much, and will cost added lives.

True, there will be readjustments and some cutbacks in production as the requirements of war change. Were it possible to blueprint the course of the war and the activities of the enemy, it might be possible to blueprint our production for months ahead, but the requirements of the military, of necessity, shift with any change in conditions.

A degree of confusion on the home front is inevitable. A loss of manpower through changing production schedules likewise is inevitable.

But these facts stand out:
The Bay Area faces an acute manpower shortage.
The workers of this Area have done a tremendous job.
It's up to all of us to "Stay on the Job and Finish the Job."



"ARE WE RUSHING YOU TOO MUCH, JOE?"

ALL OUT!!



ENGINEERS' NEWS

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of the

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The news from the Oakland office

By Al Clem, Joe Walther and Tom Bryson, Business Representatives

From our brothers in the services

In our April issue several of the members offered a \$15.00 prize in an effort to clarify the discussion of how far our "Engineers News" travels each month.

We are happy to announce the winner as Brother T/5 Don D. Peterman, who is stationed with an Engineers' Aviation Battalion "somewhere in Burma." We have the check on its way. We are printing the letter which Brother Peterman wrote:

Somewhere in Burma
May 15, 1944

Dear Brothers Clem, Doran, and Walther:

Just received a copy of the "Engineers News" April fourteenth. I

read here that you are offering a prize for the member farthest from your office. I believe that Burma is as far from that distant land of sunshine as any human can get.

I have been here for seven months and we are doing a good job here under tough conditions. The "monsoon" season has set in now and it rains eight days a week. The old timers say that things will clear up around September.

The "Engineers News" surely comes in handy when I am lying around at night wondering when the weather will break. Sounds like everything is running smooth-

ly over your way. Keep up the good work and don't forget that there is a war going on in this far away land of Burma.

Enclosed is a clipping to verify the fact that I received this issue.

Yours Sincerely,

T/5 DON D. PETERMAN.

We would also like to take this opportunity to thank the members and acknowledge receipt of the many letters submitted. We have an answer off to each one.

Brother Joseph "Red" Garrigan recently dropped into the office for a visit while on a 15-day leave, after completing a five weeks' training course at Farragut, Idaho.

Brother Clarence B. Walker, Mach. Mate 1/c, who was formerly at Yard III, Richmond before entering the service, has completed his boot training and is now stationed in San Diego. Brother Walker is in the Engineers Maintenance Department. Says he likes the work fine, but complained that there was "too much gold braid down there," and "a fellow can't walk down the street without wearing his arm out saluting."

Clarence looks fine and has gained 15 pounds. (We think this speaks well for the cooks down there.)

Brother Paul Droscher (looking very handsome in his uniform) stopped in the office the other day. Paul has completed a four-month course at the Maritime Officers School in Alameda, in which he obtained a Diesel Engineer License. Paul has an Ensign rating, and at this writing is at sea as a 3rd assistant engineer. Good luck, Paul!

Brother Pfc. T. D. Bryson sends word from aboard ship, which he refers to as "a garbage scow," that he is fine, and would certainly enjoy one of his mother's home cooked meals again.

News from the jobs

The A. J. Raisch Company of San Jose are setting up their hot plant at Antioch. They anticipate doing the surfacing soon after the 4th of July. An old-timer, Brother Al Gianinni is acting foreman, while another old-timer, Brother Frank Stanton, is boxman on the job.

Our fellows are busy at Ninth Avenue Pier loading conveyors. Brother Curley Midgett is the new steward on the job. The work varies. We have four crews on the two shifts at the present time.

Approximately 30 members are employed on the Port Chicago Fredrickson & Watson—Macco-Case job. The job is going along in pretty good shape.

Johnson Drake & Piper are busy with 22 Engineers on two shifts hauling import for their job at the Alameda Naval Air Station. Brother Carl Prince is foreman, swing

shift, and Brother Boyd Cable is foreman, night shift.

We now have approximately 90 members working on the Bechtel McCone job at the Standard Oil High Octane Plant at Point Richmond. Brothers J. A. Shattgen and J. P. Bettencourt are doing a good job as stewards. Brother Walt Talbot is foreman on the job.

L. Biasotti has four cats working on the Blake Quarry job at Point Richmond stripping over burden. Brother John Tripp is master mechanic, and Brother Bill Mathews is foreman on the job.

Bohannon & Chamberlain have 21 members still employed on their housing project in San Lorenzo. Brother Bob Slater is foreman on the job.

Approximately 25 engineers are working at Avon at the Associated Oil Plant, employed by the fol-

lowing contractors: Brann Company, W. A. Bechtel, Chicago Bridge Company, and Consolidated Steel Company from Los Angeles. Brother Jim Huse is steward on the jobs. The work is just about at its peak as far as the Engineers are concerned.

Macco Construction Company has 12 Engineers employed at the present time working on the Sea Wall job at Alameda.

Paige Company has finished its job at the Santa Fe Railroad in Richmond and is moving its equipment back to Redondo Beach.

United Welders Job on San Pablo has two of our members employed.

Hayward Building Materials is busy on its paving job in Richmond. We have four members on the job.

We find the old-timers still going strong on a recent visit to Blake Brothers Quarry.

Brother Geo. Oliveria is foreman on the Pacific Coast Aggregates job. We have one more member on the job.

United Engineering in Alameda have completed their contract on construction of Navy tugs. They have one more tug to launch and then that yard will be turned into a repair yard. There will be considerable construction work in the near future. Two Drydocks will be put in and one Outfitting Dock.

Three thousand returning Metropolitan Oakland Area veterans of World War II, including 750 physically handicapped, have been placed in local businesses, industries or vital war production plants by the Oakland office of the U. S. Employment Service since January 1, 1944.

Alameda County ranks fourth in California in total war contracts, cumulative from September, 1939, through March 1944, with a grand total of \$1,010,983,000, and second under facility contracts through February, 1944, with a total of \$252,432,000. The "breakdown" for Alameda County contracts: shipbuilding, \$650,013,000; ordnance, \$9,326,000; aircraft, \$1,305,000; all others, \$96,907,000, while facility projects; military, \$172,602,000, and industrial, \$80,830,000, reports the Chamber of Commerce research and statistical department.

A vast home front army of Alameda-Contra Costa County civilian war workers—40,003 strong and including former residents of the 48 states of the Union and all American territories—are living in war housing units of the National Agency, reports Robert S. Grant, division manager of the War Housing Centers.

What the brothers are doing

Brother Joe Bartholomew, crane operator at Moore Dry Dock Company, West Yard, and Gene Davis, stenographer in the Crane Dispatch office, are announcing their coming marriage which will take place in San Francisco on July 15th. We extend, in behalf of the Brothers, our best wishes and congratulations!

We received the following poem, written by one of our members, Brother Ed Hubbard, which was dedicated to Joe Bartholomew:

Here is GOOD LUCK to Joe
who was one of us guys;
But he fell for Jean with the
Texas eyes;
She gave him a grin, she gave
him a smile;
Now Joe is going to walk the
last long mile.
Joe'll take it for granted in
days to come;
That Jean shall talk and he
keep mum;
Joe'll wonder as time goes by,
why he fell for the Texas
eye;
But little Jean's thoughts
won't be so disturbin';
You see she fell for the guy
with the turban. GOOD
LUCK KIDS.

—Ed Hubbard.

We also would like to extend best wishes and congratulations to Brother Ed Hosman, crane operator, West Yard, who was married June 27, 1944.

We are again appealing, in behalf of our Brother Members who are in the hospital, for a few minutes of your time spent in dropping in for a visit, no matter

how brief, with these brothers. Brother Jack Lloyd, chairman of our sick committee, reports each member he called on asked for visitors again, stating that no one had called. Brother Lloyd reports as follows:

Brother J. J. Leyden, who was injured in a fall, receiving a compound fracture of the right leg and foot, is resting easy at the present time. Brother Leyden is confined to the Permanente Hospital, MacArthur and Broadway in Oakland. Visiting hours are from 2 p.m. to 4 p.m. and 7 p.m. to 9 p.m.

Brother J. Johnson, who we have reported spending some time at the Merritt Hospital, is now at home and is able to get around with the aid of one crutch. It will be around the 1st of August before he will be back on the job. Jimmy lives at 1134 Adeline Street, Oakland.

Brother Lonnie Thompson is progressing nicely at Permanente Hospital, but will be confined to the hospital for several months more. He'll be looking for you to drop in during visiting hours.

We are very sorry to report that Brother James Shore had the misfortune to meet with an accident in which he badly cut several fingers on his left hand. Brother Shore stated his hand became "tangled up" in a tugger hoist while on the Bechtel McCone job at Point Richmond. The accident occurred June 1st and we understand Brother Shore will be laid up approximately six weeks.

Brother J. J. Leyden, an employee of Yard II, Richmond, is in the Permanente Hospital in Oakland, suffering from a compound fracture of the right leg and damage to his right foot.

We understand Brother Leyden will be confined to the hospital from eight to 10 months. A visit from the members will be appreciated.

When Brother Clifford Hughes suffered a back and neck injury in March it was believed to be not serious. However, we were very much surprised to have him stop in the office recently with his neck in a cast. At this writing we understand it will be three weeks more before the cast will be removed.

Funeral services for Brother James Best, who was a crane operator at Moore Dry Dock Company, were held Wednesday afternoon, June 21, 1944, at the Clarence Cooper Mortuary, 1580 Fruitvale Avenue, Oakland.

Brother Harry Root, master mechanic, is back in this area and is working for Raymond Concrete Company in Alameda. There are four drivers on the job at the present time.

The recent dance, which was sponsored by the stewards of the various jobs and shipyards and held for members of the Operating Engineers at the Spanish Room of the Hotel Claremont, Berkeley, June 11, 1944, was reported to be a very successful affair. All members attending stated they spent a very enjoyable evening, and are

looking forward to another such evening in the near future.

On Sunday, June 25, 1944, Open House was held in Richmond Shipyard No. 1. The Operating Engineers Local was well represented by the members in the Yard, who played hosts to the many visitors by escorting them around the yard on an inspection tour.

Our Local Union Manager, Brother V. S. Swanson and Mrs. Swanson were invited to attend and were present. The Local Union Office was represented by Business Representatives Brother Al Clem and Mrs. Clem, and son Neil, Brother Tom Bryson and Mrs. Bryson, Brother Joe A. Walther, and Miss Margaret Lisman of the Local Office in Oakland and her mother, Mrs. F. A. Lisman.

All who attended reported spending a very interesting afternoon and wish to thank the members of the Operating Engineers of Yard 1 for the courtesy shown them.

Brother Cliff Leathers told us a tale the other day which amused us so much we would like to share it with you. It seems Brother Leathers has been drafted several times, but was not actually taken until the third time. He had been at Monterey only a short time when he "got in the way of a jeep" and was laid up for some time.

Upon being released he was reclassified "G-S," which he was told means: "Don't show your face around here again, even if America is invaded!"

There was quite a decrease in the number of members who work regularly out of this office who

applied for service withdrawals this month. We extend good luck to the following Brothers who were inducted: Wm. Huntington, Homer Conn, George Hennemer, Army; and J. Ramsey, Navy.

Brother Fred Tucci is the new steward on the Fleet Supply Base job in Alameda, of Morrison Knudsen.

Brother Guy Creason was recently appointed steward for the various jobs of DeVilbiss Construction Company.

★ ★ ★



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No unemployment in San Jose

By M. G. MURPHY
Business Representative

San Jose—Brothers, have not a whole lot of news to report in regard to new work in this locality but I can say none of our brothers here are in dire need of employment. Fortunately, we have everyone working at this writing. In fact, I could use a few good men right now. The other districts have promised to help out, however, and I am sure I will be able to fill the jobs within the next few days.

Our little shipyard in Alviso started up again the other day and Brother Don Wheeler, who was first out, went to work. Expect the Gish brothers and Brother Joe Bowling to follow suit very shortly.

Granite Construction Company has finished its Moffett job and is preparing to move to their new \$180,000 job between King City and San Ardo.

Camp Ord is going to make a nice Summer resort for some of our boys stationed there as the H. H. Larsen Company was the successful bidder on the swimming pool for \$108,000.

Watsonville Air Base has resumed improvement operations which is a fair-sized job and Granite has a large portion of the new work.

I have just received a notice of the decision of the Secretary of the Predetermined Wage Scales for some big work to come up in San Benito County. To date I've no more information but have a good hunch that it will be at Hollister. Guess we will just have to have patience.

Haven't heard a word about the

Harbor deal in Monterey or Moss Landing and nothing concerning the road over the hill to Patterson. I do believe that we will hear something of it soon though as I understand Johnson, Drake and Piper are to start operations on their huge project at Vernalis very shortly, which would be near the termination of the proposed highway.

Salinas has very little to offer for the benefit of the unemployed and Camp Roberts, Jolon, Liggett and Mitchell are still in the same dormant stage as before.

We all hope to get some good news in regard to Santa Cruz and locality in the near future. I do know there is considerable work on the proposed list for that district. Perhaps I will have better news in the next issue.

I learned the airport question is again in the limelight and we do hope it will bear fruit this time. Just another case of watchful waiting. I'm ashamed to admit, however, that San Jose is the only city of its size in California without a good Municipal Airport.

Since last reporting have received a few more letters from brothers in the Service and working in foreign countries. Had a nice letter from Brother Charles Duncan who is now in England. Says the country there is very pretty, but of course cannot compare with the good old U.S.A. Charley would like anyone knowing the whereabouts of Billy Trumble to have him write to either him or his Captain. Below is the address.

Captain Theodore Danielson or S/Sgt. Charles Duncan, 39130593 Co. C, 371 Engrs. Const. Bn., A.P.O. 519, c/o Postmaster, New York, N. Y.

Know, too, that Brother Duncan would like to hear from any of the other brothers who would care to write.

I received a swell letter from Brother R. R. Calciano who before he joined the Sea Bees made his home in San Jose. He has now been operating a D-8 Dozer six hours a day on an island in the Admiralty Group for going on four months. Says it's not too bad. By the way fellows, did you know that Local 3 now has over 1,668 in the service? Pretty good record, don't you think? Brother Dave Hanny who is working on the Norman Wells job at Whitehorse wrote me another letter. Says he could use some good Letourneau Operators and says he thinks any brothers having their War Manpower release and wishing to go to work up there could do so if they would write to E. W. Elliott Co., Dexter-Horton Bldg., Seattle, Washington. They are working ten hours a day, seven days a week, time and a half after 40 hours. Below are the scales being paid on the job.

**Letourneau Operators Dozers.....1.60
Scrapers1.70
Heavy Duty Mechanics.....1.75
Shovel Operators (any size).....2.00**

The last time I wrote to Dave, I asked him if he could get me any Jap souvenirs. He wrote back that there were no Japs up there. Said they didn't have the intestinal fortitude, or words to that effect, to live up there, but that he could send me a cub bear. Thanks just the same Dave, but am afraid I couldn't use it. It might grow up. Also received a letter from Brother Herb Whiting from Port Orford, Ore. He says he would like to get back here in God's Country as a "Shifter". Since he returned from Alaska he has been shifting for Guerin Brothers at Pasco, Wash., but says the excavation work there is now finished. Brother John Wall, who also returned from Alaska recently, was in the office the other day and showed me some very interesting pictures of the country up there and the Alcan Highway under construction. Brother Cal Hogg, who is now in the Sea Bees, paid me a visit the other day. He looks very nice in his uniform. He is a MM1/c. Brother Leo Dehoney had to go back in the hospital again recently for a slight operation, but I understand the "Old War Horse" is back on the job again. Forgot to mention in my last report that when I visited the Aromas Quarry I had quite a chat with Brother Frank Swearingen, an old-time shovel operator and now superintendent of the Quarry. He was asking the whereabouts of all the old shovel operators and wished to be remembered to them. He was especially interested in knowing how John Anderson is. John, for a good number of years, was a superintendent for the P. G. and E.

Well, boys, guess I will put a period on this chapter for another month and hope my next report will be a little more encouraging as to work in this locality.

Bargaining election is slated for Provo

By H. L. SPENCE
Business Representative

Provo—The election to determine the bargaining agency at the Geneva Steel Plant will be held some time this month or early next month, according to a telegram and a follow up letter received from President John Frey of the Metal Trades Department of the American Federation of Labor. No details were received as to the type of election to be called or the date the election will be held.

This will be good news for the men and women employed at the Geneva Plant. Here we have one of the best arguments in favor of organized labor. The company has established a grievance system to settle grievances that takes, at least a month to handle a grievance with no assurance that the grievance will be satisfactorily settled. The presumption is that this system is based on the prevailing C.I.O. system and is an indication what our members can expect if the plant goes C.I.O. The consequences are that a great deal of dissatisfaction exists in the plant and many are leaving.

Our membership is urged to remember that under our A. F. of L. system of settling individual and collective grievances prompt settlement is one of our aims. While we, of course, have never attained anything like 100 per cent perfection we can say, with assurance, that most grievances are settled by the A. F. of L. promptly and satisfactorily. On the other hand, near Provo is the Ironton Plant operated by the Columbia Steel Company. This plant is operating under an agreement with the C.I.O. Steelworkers and it is reported to us that grievances are never settled there but are allowed to die a natural death from neglect.

Brother A. B. Wadman has been working at the Provo office for the past month. He has been very active in contacting our membership who are employed at Geneva and reports good progress is being made. Brother Wadman urges every one of our members who are employed at Geneva, either in production or construction, to contact every worker there and explain to them the superiority of the A. F. of L. and that they can expect, if the plant goes A. F. of L., a stable form of labor organization that will bring to the membership greater benefits. On the other hand, says Brother Wadman, look at the record of the C.I.O. Hundreds of quickie, unauthorized strikes that can be caused by nothing else except neglect of the membership's welfare by the responsible officers of these dual unions and a less efficient type of organization.

Construction at the Geneva plant is slowing down. However, the layoffs to date have been confined in most cases to other trades and has not affected the engineers to any great degree. It is reported that all Negotiated - Cost - Plus - Fixed Fee

contracts are to be terminated by August 1st and that after that date the McGraw Company, the Foley Electrical Company, and the American Bridge Company will complete the construction under a lump sum contract basis.

The Carl B. Warren Company, which company has the Salt Lake Aqueduct Pipe Line job, is going along fine since they signed the agreement. According to Labor Co-ordinator Van Winkle, information has been received from Washington that all Bureau of Reclamation work will be placed under the Stabilization Agreement between the Building Trades Department of the A. F. of L. and the United States Government. This has taken care of the overtime question. Other points at issue have also been settled in our favor, according to Brother Van Winkle. However, the news hasn't had time to travel through the red tape to Provo. The company reports they intend to bring in some additional equipment, which will mean additional work for our members.

J. B. and R. E. Walker, who have a \$400,000 job enlarging the Provo Canyon Canal, haven't started, as yet, due to their failure to obtain the necessary lumber priorities. They have the steel for the job and a couple of rigs moved in with two crews on the job. Brother Van Winkle informs me that he has been in contact with this company and that they have agreed to sign a Building Trades agreement. However, there remains one or two minor points regarding the laborers to be settled before the agreement will be signed. This job will involve the moving of considerable dirt.

The Ryberg-Strong and Grant road job is going along fairly well despite a number of minor differences that have arisen with the company. After several days of dispute with the company over whether the company was or was not on a "two shift" basis the company is now on a "two shift" basis. We are having a little difficulty supplying men to their asphalt plant as it is a "mighty dirty job" and the men just take one look at it and walk away.

Hunsaker is going along nicely on the Springville housing job. Stroud and Seabrook, out of Bakersfield, Calif., are putting in a sewer job for the City of Spanish Fork, and are going along with us. The Morrison and Knudsen railroad job near Eureka is going along nicely. They have a ditching job for the Union Pacific Railroad on the Los Angeles main line. Again I would like to repeat my warning in previous issues. Before coming to the Provo area, contact this office. There might be work here for you, but, on the other hand, if you come into this district you may have to wait around before we can find a place for you. Adios, until next month.

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Free Ride For Men in Uniform

Servicemen visiting Minneapolis and St. Paul can ride free of charge on the city's streetcars and buses—thanks to the union employees of the Twin Cities Rapid Transit Co.

Turned down in their proposal that the company permit soldiers, sailors and marines to ride free, Division 1005, Amalgamated Association of Street & Electric Railway Employees, named committees in every department of the St. Paul and Minneapolis plants to collect tokens purchased by company employees. The tokens are turned over to the local Red Cross for issuance to the visitors in uniform.

Minutes of July 1 meeting

Meeting called to order at the Building Trades Temple, President Clancy presiding. Roll call showed Conductor Riley and Guard O'Brien absent. There were 107 members present.

MINUTES

Minutes of the Regular Meeting of June 3 were by motion approved as printed in the Engineers News.

Synopsis of the minutes of the Executive Board meeting of June 17 was read and the acts and recommendations of the Board were by motion approved as read.

Synopsis of the minutes of the Executive Board meeting of July 3 was read and the acts and recommendations of the Board were by motion approved as read.

COMMUNICATIONS

From Sailor's Union of Pacific regarding merchant seamen. Regularly moved and seconded that the contents of letter be printed in the Engineers News. Carried.

From International Union of Operating Engineers, signed by President William E. Maloney, letter and copy of a telegram from Henry Morgenthau, Jr., Secretary of the Treasury of the United States, requesting that each member of organized labor purchase \$100.00 in War Bonds during the Fifth War Loan Drive. Regularly moved and seconded that the Union recommend to its members that they concur in the request and that the telegram be printed in the next Engineers News. It was called to the attention of the Chair that the Engineers News would not be printed before July 8 and the part of the motion regarding the printing of the telegram be deleted, motion to remain as "regularly moved and seconded that the membership comply with the request of the telegram". Carried.

Card of thanks from Mrs. Carl Olson and family. Received and filed.

It was requested that action be taken by the Union in regard to the

purchase of additional United States Defense Bonds, Series G at this time. After considerable discussion it was regularly moved and seconded that the officers be authorized to purchase additional United States Defense Bonds, Series G in the amount of \$25,000. Carried unanimously.

Call for the Official Referendum for the Election of General Officers nominated at the 22nd Convention of the International Union of Operating Engineers was discussed. President Clancy read the list of officers from the Official Ballot of the International Union of Operating Engineers and since there was no opposition on the ticket, it was regularly moved and seconded that the candidates be elected by acclamation and the secretary be instructed to cast the necessary ballot. Carried unanimously. It was regularly moved and seconded that the absentee members ballots be counted with the majority. Carried unanimously.

BUSINESS AGENTS REPORTS

It was regularly moved and seconded that the business agents' reports be dispensed with and reports be placed in the Engineers News. After considerable discussion on the question, the motion lost. The following business agents made their reports which were accepted: Brothers Foss, Vandewark, Lawrence, DeLagrange, Doran, Bryson, Spears, Waack, Murphy, Clem, Walther, Metz, Clancy and Swanson.

REPORT OF SICK COMMITTEE

The following Brothers were reported as deceased: James F. Best, Carl Olson, Alfred Bergstrom, Guy A. Hawes, Charles Shedden.

The following Brothers were reported ill: Ernest Ellis, Robert A. Ward, Ed Atkinson.

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

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

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Jobs pick up is word from Sacramento

F. A. LAWRENCE
Business Representative

Sacramento—This time the Sacramento-Marysville District have a different story to tell. Work is in full swing.

A. Teichert & Son job at McClellan Field finally got the green light. They are working two 10-hour shifts. About 55 members are working at present, with Brothers James Kelley and Bud Evans shifting.

Casson & Ball were successful in obtaining the million and a half contract, for extending the Fairfield-Suisun Airport. Will be going good by time this report is out.

Carlson Construction Company at Downieville, are making new roads into a logging mill. Been working two shifts. Rates adjusted to \$1.62½. Brother Alabama Simpson is Steward and Brother M. O. McEachern, Superintendent.

Brother Chet Metcalf, former master mechanic at Camp Beale for Hanrahan Company, has bought General Garage & Service at Wheatland. Brothers in that territory drop in to see him.

Sheldon Company job at Rio Vista is completed, and the rates and overtime at the Pitt are adjusted according to agreement.

The proposed levee work will probably be started before this next issue, as the Federal Allotment of Funds comes through after July 1st.

The Rock, Sand, and Gravel Plants are all preparing to start again soon.

George Pollock, with Christman as Superintendent, continue to level land out Franklin way.

Jack Tisdale has eight more cats coming and going to work two shifts land leveling. The overtime and rates on this job also have been adjusted.

J. R. Breen of Sacramento is going to start the Resurfacing job in Sacramento, Yolo, Placer, and Nevada counties after 1st of July.

Hemstreet and Bell Company job at Marysville is just about completed.

Stanfield Company have finished their levee work and doing some repair work.

H. E. Parker Company not doing much except shop repair work.

W. A. Betchel Company is working on the Western Pacific between Sacramento and Oroville. About one month's work.

California Paving Company doing some paving work at Fairfield Housing. Lord & Bishop doing the unloading at Suisun.

Haines and Yost have several cats land leveling around Florin.

McDonald & Kahn still busy at Dixon on the Government Broadcasting Station.

McGillivray Company doing a little work at the plant and government repair. Brother Jack Hughes now in charge.

Leo Lentz continues to keep Brothers Hard Rock Johnson, H. S. Dille Clark, and Brown busy around this territory.

Several small jobs at Oroville and Chico will get started about 15th of July.

Brother Walter Grey was injured last week, while working for Teichert & Son. Both feet were crushed, but he's recovering very nicely at home.

Brother Richard (Dick) Arthur has returned from the Aleutian Islands. Ask him about it. Ace A-way.

Brothers C. Marchant and Henry Farbus arrived June 10, after a year in the north on the Pasco pro-

Local 3 boys at open house



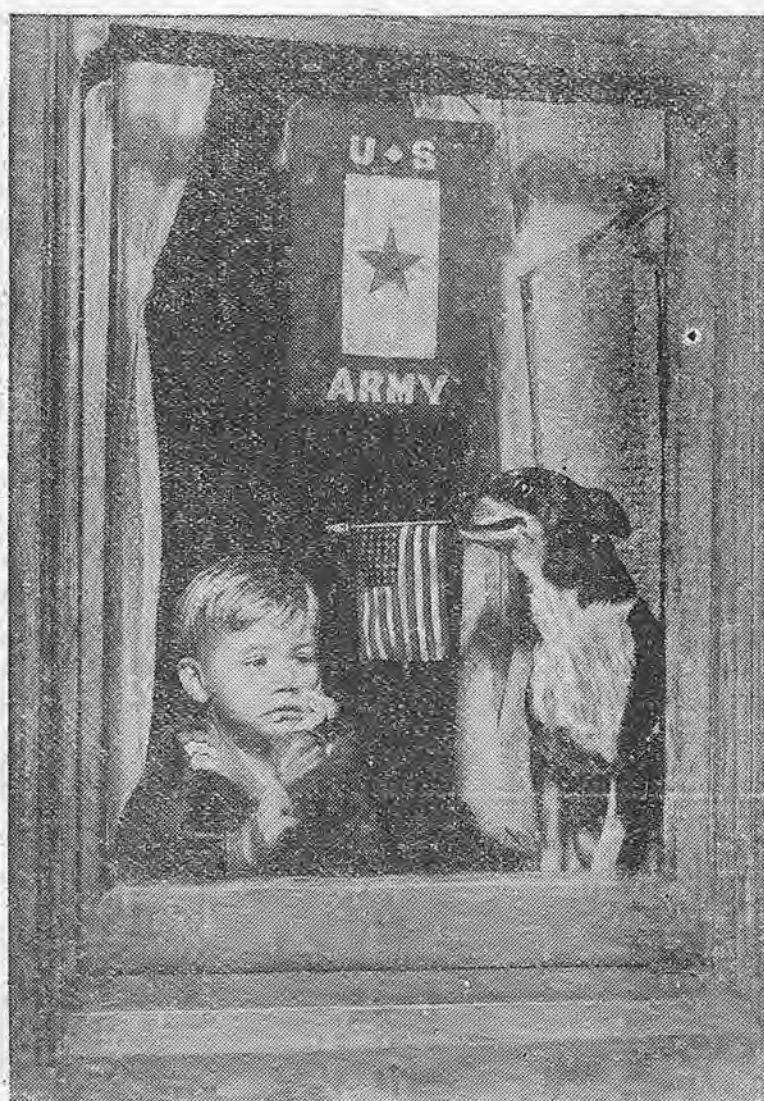
A group of Local 3 stalwarts get together at the Engineers' headquarters at Richmond No. 1's Open House, which was held on Sunday, June 25. They are, left to right, sitting: Walt Fahje, Dean Strain, George Willen, Carl Udseth, Jimmy Chilcote. Standing: Eddie Anderson, Kirby Smith, L. A. Everett, Harold Swanson, Bill Barrett, Local Union Manager Victor S. Swanson, Jim Johnston, Joe Walther, Ross Knaggs, Clark Doolittle, Spencer Box, Al. Clem.

ject. They say they like No. 3 plenty good.

Don't forget, members working in Sacramento-Marysville District must get a clearance before going on any job. Also applications for supplemental gasoline to get you to your work can be made out in either Sacramento or Marysville office.

Any member in this territory who hasn't a manpower clearance may obtain same by coming into either Sacramento or Marysville office. You may write or phone your name, Card Register Number, Social Security Number, Classification, Name of Employer, their address, and location of job, where employed.

WAITING!



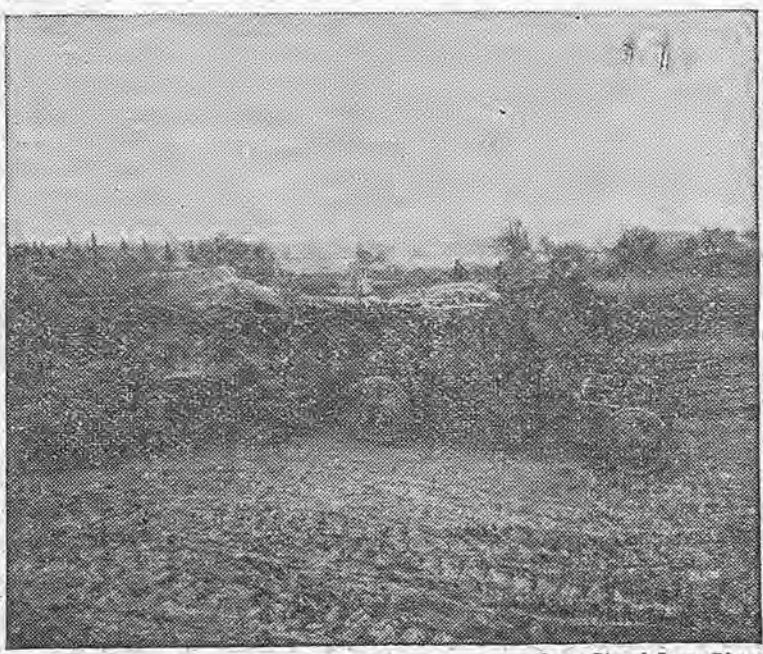
(Photo by Edward DeLuga, Chicago Daily News)
Help Bring Him Home Sooner with War Bonds!

LOANS

on automobiles, furniture or farm equipment
from \$100 up

No long waiting
See
JOE DONHAM—Loan Officer
BROWN FINANCE CO.
TWinocks 4464 3074 Broadway, Oakland, Calif.

They Are Small But They Are Effective



Army Signal Corps Photo

A park of 40 MM guns in England waiting for the invasion day. Quick firing and highly mobile they give our enemies gray hair when in action. This is War Bond money in the concrete. Buy more War Bonds because war eats up guns and machinery as well as manpower.

From U. S. Treasury

THE LATEST DOPE!



You can't safely hide your eyes to some things, as that ostrich-like gentleman above is about to learn the hard way. Syphilis and gonorrhea are among the things that can't be hush-hushed out of existence, says the American Social Hygiene Association, 1790 Bway., N. Y. 19. N. Y. Association pamphlets tell about the venereal disease problem and the way to solve it.

Construction Service Report

ALAMEDA, Calif. June, 1944.—Contract awarded to Stolte, Inc., and Duncanson Harrelson, for construction of buildings, roads, utilities, etc., at Alameda, \$2,450,304.

BERKELEY, Calif. June 14, 1944.—Contract awarded to Underground Construction Co., \$2,874 for laying city furn. steel drainage pipe in Virginia Street from Sacramento to Shattuck Avenue.

SAN BRUNO, Calif.—Contract awarded to Parker Steffens and Pearce, \$374,151, for paving, const. brig, ships service building, stores, fire houses, storehouse, armory, rifle range, incinerator, etc., at San Bruno.

SAN FRANCISCO, Calif.—Contract awarded to Charles L. Harney, \$13,200 for sewers and asphalt paving, etc., on 31st Avenue.

MARE ISLAND, Calif.—Contract awarded to S. F. Bridge Co. for dredging at Naval Ammunition Depot.

SANTA ROSA ISLAND—Contract awarded to Hull Smale Robinson, \$14,352 for repairing pier at Santa Rosa Island.

PORTOLA, Calif.—Contract awarded to Nevada Rock and Sand Company, \$9,600 for resurfacing of roads.

OAKLAND, Calif. June 15, 1944.—Contract awarded to Mueller Co., \$10,988 by East Bay Mun. Util. District, for furn. curb and corp. stops.

McCLELLAN FIELD. June 16, 1944.—Contract awarded to Luppen and Hawley, for const. fuel oil storage and dispensing system, at McClellan Field.

MARE ISLAND. June 19, 1944.—Contract awarded to Lee J. Immel, \$307,909 for repairs to paving at Navy Yard, Mare Island.

SACRAMENTO, Calif. June 19, 1944.—Contract awarded to Harms Bros., \$22,950 for 34.8 miles place seal ct., betw. Constantia and Oregon State line in Lassen, Modoc and Siskiyou.

EL CERRITO and SAN PABLO. June 20, 1944.—Contract awarded to Close and Lewis, \$8,450, for paving at El Cerrito and San Pablo.

VALLEJO, Calif.—Contract awarded to C. M. Syar, \$14,473 for asphalt conc. surf., etc., on Pennsylvania St. betw. Sonoma and Napa Sts., Vallejo.

SAN FRANCISCO, Calif. June 21, 1944.—Contract awarded to S.F. Water Dept., \$2,367 for laying 8" cast iron mains in Jefferson and Hyde Sts. under W. D. contract.

Contract awarded to Martin Murphy, \$10,658, for laying 10" C.I. Main, Santa Rita Road near Pleasanton, Alameda County. (Copy sent to Oakland office.)

Contract awarded to Martin Murphy, \$6,040, for repair of Lombard St. sewer.

Contract awarded to Carlsen and Franz, \$4,281 for alterations for third floor, S. F. Water Dept. Bldg.

SACRAMENTO, Calif.—Contract awarded to Calif. Div. of Hwys. YOLO, SACRAMENTO, EL DORADO, PLACER and NEVADA, to J. P. Breen, \$35,412 for 56.7 miles to place seal coat at various locations in Dis. 111.

SACRAMENTO COUNTY.—To A. Teichert, \$47,520 for 8.3 miles repaired with Plantmix surface, between McConnell and Sacramento.

TULARE COUNTY.—To Brown Doko & Baun, \$62,725 for 2.6 miles repaired with imported borrow, untr. rock base and Plantmix surf. with seal coat, betw. Goshen underpass and three miles northerly.

HUMBOLDT COUNTY.—To Mercer Fraser Co., \$44,755, for 5.1 miles repaired with Plantmix surf. and seal, betw. jct. with Rt. 85 and Blue Lake.

SACRAMENTO, Calif. June 21, 1944.—Contract awarded to A. G. Raisch, \$27,490 for 2.4 miles portions repaired with plantmix surf.

Work slows down in northern Utah

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

Salt Lake City—Work in

Northern Utah has been slow for the past month. Mostly small jobs, many of which will be finished within the next 30 days. We have a great deal of talk about projects getting under way but nothing ever happens.

In the Ogden area, Chytraus Construction Company has a small job at the Ogden Arsenal.

W. W. Clyde has finished his job. Roy Norden is making good progress on the housing job.

Keiwott have completed their sewer job at Clearfield.

Harry Lee Plumbing is installing a sewer at Layton, using only a few men.

Wheelwright has a little irrigation project at Clearfield and there are several other small jobs at Hills Field, which perhaps have one engineer and the Ogden arsenal.

The much talked of Catholic Hospital scheduled at Ogden has not started and the status is doubtful.

The Building Trades Council and the Associated General Contractors have had a series of meetings endeavoring to establish wage conditions through Utah and perhaps an agreement will be the result.

Pringle Company are starting their job at Perry and will use a few Engineers.

Reynolds Construction Company have about twelve engineers on their job and are running along nicely.

L. T. Johnson is operating with about the usual number of engineers. Everything on this job is all right.

L. G. Johnsen Gravel Company has considerable work, employing five engineers.

The Olaf Olsen road job at Logan is going along okay. This contractor and Faddes were the low bidders on the Hot Springs overpass.

A \$200,000 sewer job has been

betw. Petaluma and San Rafael in Sonoma and Marin Counties.

BENICIA.—Contract awarded, \$190,752 for bldgs. and utilities at Benicia Arsenal. Jere Strizek.

SACRAMENTO. June 26, 1944.—Contract awarded to Stewart & Nuss for about 4.1 miles repaired with plantmix surf. between 7.8 and 11.9 miles north of Madera.

MARYSVILLE, Calif.—Contract awarded to L. Rice, \$10,691 for 2.4 mi. repaired with plantmix matl. betw. jct. of Rte. 87 and Oroville Airport in Butte County.

HAMILTON FIELD.—Contract awarded to Fredrickson and Watson, \$999,933 for const. new parking apron at Hamilton Field.

YERBA BUENA ISLAND. June 27, 1944.—Contract awarded to D. W. Nicholson Corp., \$12,375, for const. small landing craft floats at Yerba Buena Island.

SAN FRANCISCO.—Contract awarded to M. J. Lynch, for filling 9 abandoned aux. water supply cisterns, \$2,958.

SACRAMENTO, Calif.—Contract awarded to Kiss Crane Co., \$17,710 for const. reinf. conc. box culv. and timber bridge across Willow Creek and E. Br. of Willow Creek, bet. 32 and 36 mi. east of Arcata.

McCLELLAN FIELD.—Contract awarded to Campbell Const., \$48,600 for const. motor repair shop at McClellan Field.

SAN FRANCISCO. June 28, 1944.—Contract awarded to J. D. Proctor, \$39,640 for const. of wharves No. 58 and No. 60, Channel betw. 6th and 7th Streets.

Contract awarded to Mitchell Diamond Drill for \$7,140 for diamond drill core holes, Broadway, Mason to Larkin St.

approved for the Ogden City School Building.

Gibbons & Reed Company are making good progress on their job at the Clearfield Naval Base. Expect to be through within the next forty days.

Ora Bundy, who has the road job at Brigham City is just getting started.

The Morrison-Knudsen project at Lucin Cut Off are apparently straightened up to the satisfaction of everyone, with many thanks to our friend, Carl Davis, Business Agent of Piledriver's Local 34 of San Francisco. Brother Davis spent four days with us and it is mainly through his efforts that this job has been straightened out.

Hunt and Frandsen and Russell Olsen Construction, are the only two contractors working at Wendover. They have about 16 engineers working for them and everything is satisfactory as far as engineers are concerned.

At Tooele and vicinity, Nelson Construction Company, Thorne Construction Company, Reynolds Ely, Morrison-Knudsen, Meydenhall and Connors, all have small jobs. This is an outlying district with very poor accommodations. This condition caused a perpetual headache for all the unions involved.

Strong & Grant Ryberg Housing project is nearly completed.

W. W. Clyde road job at Columbia is nearly completed.

The Schofield Dam, progressing slowly and will continue slow until they finish pouring the spillway. This job is at an 8,000 foot elevation and has been almost an impossibility owing to weather conditions so far this year.

Lowdermilk Brothers are working through southern Utah for the Denver & Rio Grande and are running 100 per cent on the job.

Over at Cedar City things are about the same as usual with a new \$300,000 Steam Electric Plant to be started this month.

Around Salt Lake we have numerous housing projects which are going along fairly satisfactorily.

The Union Pacific Boiler house being built at North Salt Lake. Going along okay to date.

The Utah Construction job at Magna-Arthur Dikes is under a verbal agreement but the Bingham Canyon Stripping operations are causing considerable headache at this time.

We have a report that an Acid Plant will start construction at Clearfield about July 15th. This is a \$100,000,000 job.

Again we wish to call attention of the members that the second Saturday of each month is the day of our regular meeting in Salt Lake City. Brothers, please attend these meetings as they are of vital importance to you and the Union.

We received a letter from Brother John Kelly, who is soldiering in Italy, and states that he is a little tired of ducking cannon balls and says it is much easier to duck Business Agents. We are glad to get this report because it is said the Salt Lake Business Agents are the toughest on earth.

We will close this month's letter in memory of Brother Lester Gibson, who was killed in a truck accident in Ogden. Brother Gibson had only been a member of Local 3 for two months. We feel this loss deeply and wish to extend our sympathy to Mrs. Gibson and his family.

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CHICAGO (FP)—Bakery & Confectionery Workers International Union (AFL) has initiated 16,870 members since January 1.

News from the brothers

By PATRICK CLANCY and
P. E. VANDEWARK
Business Representatives

San Francisco—An unfortunate accident has claimed the life of Carl Olsen, who was Master Mechanic on Ben Gerwick's job at Hunter's Point. We deeply regret the loss of a good member and a swell fellow.

Brother Gullickson, who has been confined to the hospital for some time with a badly injured leg, is now convalescing at home.

Brother Lon Chamberlin is in the San Francisco Hospital. We hope he will be on the mend soon.

Brother Larry Romer passed away on July 7th at St. Luke's Hospital after an abdominal operation. All of us were sorry to hear this.

A letter from Ken Shaffer tells us he is running a shovel in Wisconsin and still waiting for Uncle Sam to call him.

Brother Meyers, steward at Belair Shipyard, is back on the job after an absence due to illness. Glad to see you around again.

Brother E. O. Kraft passed away on July 5. The Marinship boys will remember Brother Kraft as the chef at the Engineers' picnic last year.

Brother Bill McGuire, well-known to all old-time shovel runners, just completed a five-year job in Merced county. He is back in this territory working on the Macco, M & K job at Millbrae. We are glad to see you back, Bill.

They tell us that Brother Scotty Moore, leaderman at Western Pipe, is kept too busy to do any moaning these days. Walt Damewood, our foreman there, is still the same old Walt. He claims he's worked to death . . . which is something we doubt. No foolin' boys, we're just kiddin'.

Brother Whitey Stanton came out of retirement after being on the sick list, to take a shifter's job with Macco, M & K. Good luck, Whitey.

Brother Neilson, who has been up north and all over the western states for M & K, is also shifting on the Macco, M & K job. Brother Whitman, a member who is rather new in the Bay Area, is also there, as well as Brother Clarence Crawford, who has spent the last few years around the shipyards.

Bill Barry and Fred Sells went to work last week on the Millbrae job.

Brother Bill Dial, who has been master mechanic for M & K up north and has worked around here considerably, is now shovel repairman on the afternoon shift.

Marcus Smith, a new man in this locality, but an old M & K man, is master mechanic. Mark has always been cooperative and we know he will continue to be.

Brother Dick Foudrey is still equipment superintendent at the Belair Shipyard. Brother Joe Markley, running the air compressor, hopes that Foudrey will stop throwing dirt in the compressor room as it gives him additional work when he has to clean it up.

Brother Walt Crowley, formerly at Western Pipe, is now air compressor engineer on the west portal of the Hetch-Hetchy tunnel job.

Brother Lyle McCann is also employed there, running a mucking machine. The boys say this is a good job. If the weather is hot, they can go underground, and if it rains they have shelter.

Brother Charlie Bartholomew is master mechanic on this job, with a nice shop on the east portal.

Brother Frank McKay is running an air compressor on the Millbrae job. He says there's only one thing wrong with the job—the street car stops a block past the air compressor. We are working to remedy this trouble now.

Brother Windy Weber rented his bulldozer on the Millbrae job. He parks all day, ready to push the dump-trucks off the railroad tracks in case they get stuck. This is the hardest job Windy has had in years. We hope you survive, Windy.

We are still getting wonderful cooperation from our men employed at the Ken Royce yard in San Francisco. A number of new brothers have been cleared to this yard.

Brother Hank Porteous is job steward at Ken Royce. He has done a good job helping to make the repair work in this yard come under the jurisdiction of the engineers, where it rightfully belongs.

★ ★ ★

NEWS FROM THE JOBS

In comparing the number of men dispatched from our Oakland office in April to the number dispatched in June, we are glad to notice that there has been a considerable pickup in employment. In April, 161 men were dispatched to the shipyards and 301 to construction jobs, while, in June, 205 men were dispatched to the shipyards and 427 to construction jobs. We hope that this upward trend will continue, at least, it is encouraging.

★ ★ ★

Free and tolerant democracy is not safe in any nation half at work and half idle.—JUSTICE WILLIAM O. DOUGLAS.

BACK THE ATTACK



BUY MORE THAN
EVER BEFORE



This Advertisement Sponsored by

Edward F. Hale

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SAN FRANCISCO