



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. TWO, NO. 7

SAN FRANCISCO, CALIF.



SEPTEMBER, 22, 1944

PROPOSITION 12 MUST BE DEFEATED

By FRANK MacDONALD

President, State Building and Construction Trades Council

Abraham Lincoln wisely said: You can fool some of the people all of the time and all of the people some of the time but you can't fool all of the people all of the time.

Proposition No. 12 on the November State ballot is another effort to fool the people. Through the play of words, it evidently is assumed that the unthinking, the gullible and the overly credulous will, without investigation or analysis, fall for one of the most cleverly worded and misleading pieces of propaganda that has ever been submitted to voters.

The proposal starts out with the declaration that "Every person has the right to work, and to seek, obtain and hold employment without interference with or impairment or abrogation of said right because he does or does not belong to or pay money to a labor organization."

Then this cunning proposal in adroit language proceeds so to amend the constitution of the state of California as to abrogate and invalidate all contracts or agreements which provide for union shop conditions. In other words, Proposition No. 12 is a cleverly camouflaged attack upon the very working people whom it pretends to defend.

When it is remembered that Proposition No. 12 is sponsored by the Merchants and Manufacturers Association of Los Angeles it immediately becomes obvious that the real motive that inspired these wealthy gentlemen to finance Proposition No. 12 is a desire to deprive the working people of the protection of trades union agreements so that the employers will thereby be enabled ruthlessly to exploit labor.

THE RIGHT TO WORK

Every one agrees that every person has a right of employment. Every thinking person realizes that citizens can only secure employment from an employer who is agreeable to employing them. No citizen has a right to demand of an employer that he be given employment. No citizen has a right to force an employer to give him employment. Every citizen has a right to beg an employer to give him a job. That is as far as the right of employment lawfully goes. Proposition No. 12 subjects the employe to the mercy of the unfair employer.

Because of these facts it is apparent that the right of employment is really the right of unfair employers to employ employees at starvation wages.

Tens of thousands of fair employers in California are opposed to this scheme of the Los Angeles Merchants and Manufacturers. Representatives of the State Chamber of Commerce journeyed to Los Angeles and there conferred with the representatives of the Los Angeles Merchants and Manufacturers Association, urging them not to continue advocating the right of employment measure because it was unwise and unfair, and would only lead to chaos, confusion and friction.

The Los Angeles Merchants and (Continued on Page 2)

What you can do to protect your Union

By VICTOR S. SWANSON, Business Manager, Local 3

1. Register to vote if you have not done so already.
2. See that the qualified members of your family, your friends, and neighbors, immediately become registered voters.
3. Be sure to exercise your right and duty to vote.
4. See to it that the voting members of your family, your friends, and neighbors do vote, and make certain they know HOW to vote on this issue.

VOTE NO ON PROPOSITION NO. 12.
REGISTRATION FOR CALIFORNIA VOTERS
CLOSES SEPTEMBER 28.

Engineers to aid in War Chest drive

The Operating Engineers of San Francisco are planning to give full support to the coming October War Chest appeal. At our last regular meeting held September 2, 1944, it was voted unanimously to donate one day's pay with the recommendation that all members of Local 3, 3A, 3B, and 3C do likewise.

Contributions to the \$3,792,742 appeal will aid men in the armed forces, was prisoners, torpedoed merchant sailors, the starving and destitute in our allied nations, and families in distress on the home front. The one campaign unites the financial needs of 22 war relief and 73 local welfare agencies.

T. S. Petersen, campaign chairman of the San Francisco War Chest, praised the support given by organized labor to last year's appeal and pointed out that the War Chest must have similar support this year if the campaign is to succeed:

"Another year of war has increased suffering in Europe and Asia. More than ever, our men in the armed forces need the help of USO, War Prisoners Aid and United Seamen's Service," Petersen said.

"And here in San Francisco, as the war in the Pacific grows, we will be faced with many new strains on our health and welfare agencies. We must keep our clinics, hospitals, child care centers and youth guidance agencies operating efficiently," Petersen added, "and organized labor's help is needed badly."

Plans are now being developed by many unions to give their members an opportunity to contribute by means of payroll deduction at the place where they work, the easiest and most effective way of supporting the great campaign.

No mass layoffs for yards in East

BROOKLYN, N.Y. (FP)—Don't worry about losing your jobs when Germany is defeated, Rear Admiral James M. Irish told 34,000 Brooklyn Navy Yard workers September 4.

Speaking at Labor Day ceremonies, Irish said that until Japan is defeated the Navy has no plans for cutting back its production program.

"You who are in the Navy yards, building ships and repairing them," he said, "need not fear that there will be a falling off in the demands of the fleet either for ships or for the repairs now scheduled. We need the yards and we need the skilled mechanics who are in them as much as we need the ships."

Willkie for annual wage workers told

PHILADELPHIA (FP) — Delegates representing 55,000 white collar workers heard Wendell L. Willkie, September 5, indorse demands of organized labor for a guaranteed annual wage at the fifth convention of United Office & Professional Workers.

Willkie called for alertness in the period of transition from war to peace against efforts to destroy unions. He also urged repeal of the "unwise and coercive" Smith-Connally act and proposed appointment of a real representative of labor to the cabinet.

The convention was opened with greetings from President Roosevelt, who called on the UOPWA to help "strengthen national unity for a speedy victory, a durable peace, full production and full employment."

Concern for the "harsh" economic plight of white collar workers was expressed in the convention report of the union's executive board. It called for thorough revision of present salary policies of the National War Labor Board including creation of a commission to specialize in white collar cases, a 35% general increase and encouragement of industry-wide salary classification systems providing uniform pay for work in the same category.

Court dismisses 5-year old trust suit against IBEW

SAN FRANCISCO (FP)—A 5-year-old indictment under the Sherman anti-trust act against the International Brotherhood of Electrical Workers (AFL) and bay area electrical contractors' associations was dismissed in Federal court here.

After a 10-day trial Federal Judge Leon R. Yankwich ruled that the government could not appeal his decision.

The government charged that the union and the contractors were in a combination to restrain trade by conspiring to uphold prices and that contractors who did not meet the association's bids could not get union men to work on their jobs.



KEEP FAITH WITH THEM!

BUY MORE WAR BONDS

Reinstatement fee raised

T. M. BYNON
Financial Secretary

Once more we call your attention to the fact that beginning on July 1, 1944, the fee to reinstate suspended members was raised to \$20.00, plus assessments and accrued dues.

While this penalty may seem severe, it affects only those members who have become suspended for non-payment of dues. This should be an incentive for those brothers who are delinquent to pay up before becoming suspended. It is our custom to notify delinquent members twice before suspension, although many of these notices are returned for lack of the proper address.

Please keep us informed of your correct address all times, so that you do not become suspended without notice. If your dues are in arrears because of illness or other difficulties beyond your control, let us know; you may be eligible for sick benefits.

We still have members going into the service, and neglecting to obtain service withdrawal cards. This system is for your benefit, and it is worthwhile to take advantage of it.

Remember, dues are payable for the current month on the first of each month. Pay them promptly! If you make your payments by mail DO NOT SEND IN CASH; send a check or money order. This is for your protection!

STICK IT OUT!



FINISH THE JOB by STICKING to Yours!

Proposition 12 must be defeated

(Continued from Page 1)

Manufacturers Association rejected the request of the California State Chamber of Commerce. Since that time thousands of fair employers, chambers of commerce, city and county governments, church organizations, veterans organizations, civic organizations, fraternal organizations, and all labor organizations have condemned Proposition No. 12 and have urged the citizens to oppose its adoption.

The Merchants and Manufacturers Association of Los Angeles and their cohorts continue to carry on their attack upon the rights of free men. They are endeavoring so to amend the constitution of the State of California as to deprive free American citizens of the rights now guaranteed by the constitution.

ATTACK ON DEMOCRACY

These facts should give citizens pause. This is nothing more or less than an attack upon democracy, upon free government, upon the rights of free men. The appalling thing is that the cunning schemers advocating this measure think they can put it over because

of what they assume to be a gullible public who, they think, are not intelligent enough to realize that every vote for Proposition No. 12 is a vote against liberty and a vote to deprive free men of their present constitutional rights.

Evidently, it is also assumed that the decent citizens, the loyal citizens, will be engrossed in the one thing that every loyal American is most concerned about, namely, the winning of the war. The assumption is that citizens will not realize that they are being victimized into voting for a thing that strikes at the very principle for which America is fighting, namely, the protection and preservation of our present state and national constitutional rights.

It is a pity that time, money and effort must be diverted from defending liberty abroad to defend liberty from the attack of persons seeking to restrict liberty at home.

Eternal vigilance is indeed the price of liberty. Let every man and woman see to it that this monstrous scheme is exposed and that all citizens are urged to vote against Proposition No. 12 which seeks to destroy constitutional rights of free men.

Lest we forget--the old times in labor

By WM. A. SPEERS
Business Representative

San Jose—Occasionally, I like to sit back and review the progress made in this world of ours since the time I was a boy. Have you ever given it a thought? I am going to relate one of my early experiences, and from time to time, tell you some other things that should make us feel grateful for the progress we are making.

I am thinking now of the four years I worked at the Union Iron Works, now the Bethlehem Shipbuilding Corporation, in San Francisco, serving my apprenticeship as a machinist. This was many years ago, and at that time the apprentices started at \$3.00, a week of sixty hours, six days, at ten hours per day. In the second year, they received \$4.00, the third year \$5.00, and the fourth year \$6.00.

I can well remember the boys coming from other parts of California, organizing themselves in groups, so that they might exist while learning their trade. These groups would rent a room in some cheap hotel in the Potrero District, walking distance from the plant; they pooled the expense, each boy paying his share of the cost. They bought their own groceries, did their own cooking, mended and washed their own clothes, and lived under conditions that would not be tolerated today.

Those of us who were fortunate enough to live with our parents in San Francisco would very often invite the out of town boys to our homes so that they might share in the comforts of home environment. Most of us had not much else to offer. I started my apprenticeship at the early age of sixteen, and during the first year, after paying sixty cents per week car fare, and twenty-five cents to the overall laundry, we had \$2.15 to give to Mom; then of course Mom would give us fifty cents to spend on Sunday, and what was left didn't go far toward our other expenses. Can you imagine the indignation of the boys today, if they had to get by under these conditions?

AFTER FOUR YEARS—\$2 A DAY

After having served four years to become proficient at the trade, the Company would open their heart, and offer them the exorbitant wage of \$2.00 per day if they stayed on the job. Very few ever stayed so it didn't much matter. Most of them took their Apprenticeship papers and looked for a job in some other shop where they received from \$2.50 to \$3.00 per day, depending upon their ability

to produce. O yes—we had Unions in those days, but they didn't mean much. To belong to one was to be a member of a secret society. You did not dare let it be known that you were a member, and a Business Agent was something to be scorned by all employers.

Well, thank God, the seed of Labor Unions took root in the hearts of the working men, and today we have quite another picture. Yes, Brother, you can thank your lucky stars that you have Organized Labor today, and it is up to you to preserve it. By preserving it, I mean controlling it, as well. Keep your head. Remember that we are not representative of all groups of society. Others have their rights too. So let's conduct ourselves, and what we do, in such a way as to deserve the respect of all groups of society, including those who would destroy our unity to serve their own selfish ends.

There are times, of course, when economic pressure is necessary, but should be resorted to only after every other avenue of adjustment is exhausted.

KEEPING THOSE RIGHTS

If we are to preserve our rights in Organized Labor, we are going to have to take stock of the maneuvering that is going on, that is bent on our ruination, through the process of legislation. You have heard of the so-called Right to Work proposition that you will be called upon to defeat, at the next election. You'll hear a great deal more about it in the near future. Don't set this issue aside as something unimportant unless it is your desire to sacrifice all that Organized Labor has done in the past.

Old tar Metz reports from the dredges

By HARRY METZ
Business Representative

San Francisco — Brothers, after three years of representing the members in the shipyards and construction work, I embarked on a new branch of our organization: that of representing the Dredgemen.

Among my experiences covering the Dredges in the last 30 days, I refer to the following:

I boarded the Dredge "Monarch" laying off the United Engineering Company in the Alameda estuary. Met Carl Vogel, leverman, and some of the crew. Unfortunately I missed the Captain, as he was ashore. Problem concerning fireman was taken up with the company.

Went out to the Oakland Air Port where the Dredges "Pearl Harbor" and "Richmond" are working. Met Johansen, leverman, and Captain Alec Benson of the "Richmond." Also, Stanton, Superintendent and J. Cruse. The Captain didn't seem to like my objections to some of his non-member levee gang. Straightened out his "cat skinner" and leveemen.

Walked the pipe line out to the San Francisco Bridge Company dredge "Duwamish," located at the Alameda Naval Air Base. This dredge was down for repairs the day I was there and on my way back the Dredge started operating and one of the joints sprung a leak throwing a spray of mud eight feet high, so I returned to shore with Deckhand Yancey by rowboat. Met Leverman Faulkerson, who was a very busy man.

"PAPOOSE" AT HUNTER'S POINT

The Hydraulic Dredge Company's Dredge "Papoose" is at Hunter's Point in San Francisco. Met Guy Walgran, leverman. Also sent Bill Dumas out there. Missed Captain Baldetti, who was out moving the anchors on the pipe line. Steward W. J. Treloar was on a late shift so I missed him, too.

Visited the Olympian Dredging Company's yard at Rio Vista. Met Captain King in charge of the yard. Found about 35 men working there, with Local No. 2 very poorly represented!

The portable dredge "Wm. E. Palmer" is being worked over. They are extending her 24 feet and (Continued on Page 8)

I want to leave one other thought with you, as it has to do with your Union. I realize that we are at war now, and don't want to do anything that will in any way retard our progress, nor do we want to, in any way, be responsible for the death of one single American boy. We do, however, want to maintain the conditions our boys enjoyed before they entered the Service, so that when they return, they will have conditions that will again afford them some of the things in life that they have been denied while carrying the battle to the enemy.

MONTHLY MEETINGS

Our monthly meetings in the San Jose district are held on the fourth Friday of each month in the Engineers Hall, 40 N. Morrison Avenue at The Alameda, at 8 p.m. These meetings are fairly attended, but there are still many vacant seats. They were originally intended for our members at Permanents, but since have been well attended by many employed throughout the Division. Don't forget the time, and place; if you can possibly attend, do so. There are discussions on many phases of our work which in itself, offers a broader knowledge of the other fellow's experience. You will find these meetings interesting.

Your elected officers and how to reach them

EXECUTIVE OFFICERS

| | |
|--------------------------|-------------------|
| Local Union Manager..... | Victor S. Swanson |
| President..... | Pat Clancy |
| Vice-President..... | H. O. Foss |
| Recording Secretary..... | C. F. Mathews |
| Financial Secretary..... | T. M. Bynon |
| Treasurer..... | P. E. Vandewark |
| Conductor..... | Joseph Riley |
| Guard..... | H. L. O'Brien |
| Trustee..... | Ernest Miller |
| Trustee..... | H. L. Walker |
| Trustee..... | A. E. Whitlock |
| Auditor..... | G. C. Braddock |
| Auditor..... | Irving P. Mulford |
| Auditor..... | Ed Doran |

EXECUTIVE BOARD

Pat Clancy, H. O. Foss, Al Clem, C. F. Mathews, T. M. Bynon, P. E. Vandewark, M. G. Murphy, G. C. Braddock, Harry Metz, H. L. Spence, V. S. Swanson.

BUSINESS REPRESENTATIVES AND OFFICERS IN THE VARIOUS DISTRICT OFFICES WITHIN THE JURISDICTION OF LOCAL No. 3

| | |
|--|-------------------------------------|
| San Francisco Office | |
| 1161 Market Street — Phone: HEmlock 1568 | |
| Victor S. Swanson..... | Local Union Manager |
| Pat Clancy..... | President, Business Representative |
| C. F. Mathews..... | Recording Secretary |
| P. E. Vandewark..... | Treasurer, Business Representative |
| T. M. Bynon..... | Financial Secretary, and Dispatcher |
| Harry Metz..... | Dispatcher, Business Representative |
| Oakland Office | |
| 2221 Webster St. Phone: TWinoaks 2120 | |
| Al Clem..... | Business Representative |
| T. D. Bryson..... | Business Representative |
| Joe Walther..... | Business Representative |
| Stockton Office | |
| 805 East Weber Ave. Phone: Stockton 2-6847 | |
| Ed Doran..... | Business Representative |
| San Rafael Office | |
| 918 C Street. Phone: San Rafael 4616 | |
| H. O. Foss..... | Business Representative |
| Fresno Office | |
| 1035 Broadway. Phone: Fresno 3-1237 | |
| Wm. V. Waack..... | Business Representative |
| Salt Lake Office, Utah | |
| 151 South Second East Street. Phone: Salt Lake 3-3706 | |
| C. L. Casebolt..... | Business Representative |
| T. L. Clark..... | Business Representative |
| Provo Office, Utah | |
| 232 West Center Street. Phone: Provo 630 | |
| C. R. Van Winkle..... | Business Representative |
| San Jose Office | |
| 40 North Morrison St. Phone: Columbia 6748 | |
| M. G. Murphy..... | Business Representative |
| Wm. A. Speers..... | Business Representative |
| Redding Office | |
| 1347 Tehama Street. Phone: Redding 159 | |
| E. A. Hester..... | Business Representative |
| Sacramento Office | |
| Labor Temple, Eighth and I Sts. Phone: Sacramento 3-7304 | |
| F. A. Lawrence..... | Business Representative |
| Ogden Office, Utah | |
| 261 25th Street. Phone: Ogden 2-6396 | |
| Scott Ledingham..... | Business Representative |
| Reno Office, Nevada | |
| 17 West Fourth St. Phone: Reno 2-2673 | |
| John DeLagrange..... | Business Representative |
| H. L. Spence..... | Business Representative |
| Marysville Office | |
| 421 E Street. Phone: Marysville 1860 | |
| F. A. Lawrence..... | Business Representative |
| Eureka Office | |
| 840 E Street. Phone: Eureka 452 | |
| Otto Never..... | Business Representative |

SCHEDULE OF MEETINGS

The regular meetings are held the first Saturday of each month at the Building Trades Temple, 200 Guerrero Street at 8:00 P. M. The executive board meets the first and third Saturday of each month at 1161 Market Street at 1:00 P. M. The GRIEVANCE COMMITTEE, consisting of all the Executive Officers and the Bay Area Business Representatives, meets every Wednesday night at 1161 Market Street at 7:30 P. M. Dues can be paid at the main office, 1161 Market Street, every Wednesday night up to 8:30 P. M. The Oakland office, 2221 Webster Street, is open every Friday night up to 8:30 P. M.



Very quiet in Fresno, says Waack in report

By WM. C. WAACK, Business Representative

Fresno—Work conditions in the Fresno district are very quiet. Jobs are winding up in high gear. By the time this message gets to the membership several of the following jobs will be down. Ruddy and Son are sending some gear and equipment up to Sonora. Their Merced job is well along and the stock pile at the plant is up.

Bill Railing wound up his 14 miles at Los Banos. I understand that Knights' Landing is where this gang will roost for awhile.

Teichert is down to three rigs at the Madera Canal and Al Bausch is hanging on with Parker, who is also well along on the opposite end of this section.

Utah Construction is still up at Friant. Art Lewis is top hand as far as the Engineers are concerned and Stewart ex-officio when he's not fishing. Friant Lake will produce some fine sport if and when they open it up.

The gang at Brown Materials is still slugging away in the Oil Fields area. Pat Finelli and Jack Dial are still handling Stanfield's rigs at Coalinga. Valley Paving and Brown Doko and Baun are at both Coalinga and Goshen on highway jobs.

Kaiser has a gang up at Indian Flats at the gateway to Yosemite. These boys and their families are enjoying a combination job, good fishing, etc.

Volpa has a couple of truck cranes on State work, one rig in the hills and one on 99.

Stewart & Nuss are on black top, highway work. They are blossoming out with quite a batch of new equipment and more to come—the grapevine tells us.

Griffin has several rigs on the Lake Bottom. The Case Company, a San Diego dredging concern, fudged in on Tulare Lake this year. They snagged a job at Rio Vista, dismantled the "Alamitos" and hauled her to Stockton. The "Beaver" and "Pronto" are standing by out of Corcoran. The future of this Lake work for these rigs doesn't look too promising.

Stone and Webster took on a couple of cleanout jobs on the Edison Company's tunnels at Big Creek. We will have three or four men on this job. They are paying our scale and seem anxious to want to go along. This job should last about 90 days.

Saw an interesting letter from "Capt. Pete" and he states: "Here is one for Ripley—this is the only place on the world where you wade up to your . . . in mud and have to blink to keep the dust out of your eyes. Not bad, though until you roll out of a fairly warm, if not dry blanket and hit the mud. That makes me mad as hell."

Brother McAlexander got himself in a bad bind trying to shoot a rifle with a slug too large for the barrel. He had 200 fine pieces of metal removed from his right eye. He will be lucky to retain the sight of his eye. Get back soon, Mac—and who's milking the cows?

REGISTER!

All Engineers in the Fresno District can register and must register by September 28 at the Building Trades office, 1035 Broadway. Josephine takes all registrations. Incidentally our next meeting is on September 28, 8 p.m. at 1035 Broadway.

Lawrence reports from the Sacramento district

By FRANK A. LAWRENCE, Business Representative

Sacramento—Jobs are still on the upward swing in the Sacramento-Marysville District, every available member is working. Jobs are still coming in so according to that it is not work we want but men.

All gravel plants going good again.

Lord & Bishop again back at Dixon unloading material, also at Davis.

McDonald & Kahn still on their job in Dixon.

M. A. Jenkins doing several small jobs, had some trouble, however, it has been adjusted by signing a Local 3 agreement.

H. Earl Parker Company of Marysville have now started their levee work at Yuba. Going two shifts. I was just advised that H. Earl Parker Company were successful bidders on the Bear Creek Levee Job. That means that they will be busy for quite some time. Brothers Chris Roe and Charles Loyde, Shifting, and Norman Beal and Alabama Simpson, Stewards.

Morrison & Knudsen at Rio Vista have several weeks more on the Levee job.

Casson & Ball continue at Fairfield Airport. Another \$2,000,000 extension will be let there soon which means that work will con-

tinue there for quite some time.

Jack Tisdale continues his land leveling. Brother Nig Meyler still there.

Brother Bob Hunt is now contracting around Galt. Good luck to you, Bob.

Have had some trouble at U. S. Machinery Company after placing four of our members at heavy duty repairing at the rate of \$1.50 per hour. Have been advised that Machinist Local No. 33 had a closed shop agreement calling for \$1.28 per hour and our members could not work there unless they joined Local 33 and took a cut to \$1.28. Our members were removed and placed on another job at \$1.50.

A. Teichert and Company at McClellan Field are about through with their tractor work and are moving all cats to Mather Field.

A. Teichert and Company received bid at Mather Field, \$1,330,050. They started out with about sixty members and there will be around one hundred and twenty-five members there soon.

McGillivray Construction Company still doing Government Repair Work and operating plant.

Nicholas Bridge Job will be started soon. M. A. Jenkins.

Rio Vista Bridge bids were re-

Labor school opens term October 2

On October 2 the California Labor School will begin its Fall term, offering more than 50 classes to residents of San Francisco.

On the same date a new Eastbay division of the school will open its doors at 2030 Broadway in Oakland.

The rapid growth of the California Labor School, which has just passed its second anniversary, and the establishment of an Eastbay division is a real tribute to the efforts of the labor movement in this area and to the desire of working men and women to gain more knowledge of the affairs of the world.

The labor school has grown through the sponsorship of local unions and the 8,000 men and women who have attended its classes since its inception have mainly come from the ranks of labor.

LOCAL 3 SPONSOR

From the beginning, the Operating Engineers, Local 3, has been an active sponsor of the school. Because we participate financially in its support, every member of the union can attend any number of classes free of charge, since the school offers scholarships to all union members whose organizations back it.

This is a valuable opportunity to gain a greater knowledge of a large number of subjects by enrolling for the ten week courses which will start Oct. 2. All classes meet one evening a week from 8 to 10 p.m.

Classes for the fall term will offer a wide variety of subjects, all chosen to inform students on subjects that are of vital concern to them, their community and their nation. Typical are courses on present and post-war housing, Latin America, the reconstruction of Europe and Asia, post-war mental readjustment, problems of full employment, the economics of world cooperation, race relations and politics.

EDUCATION FOR VICTORY

The school was started shortly after Pearl Harbor because unionists realized the need for education for victory. It has grown because the men and women who have come to the school as students have found that spending some of their spare time going back to school—labor's own school—has made them better and wiser people.

Registration for the new term is now open at the California Labor School headquarters at 216 Market street in San Francisco and in Oakland at 2030 Broadway, both daily and evenings. Those who wish to attend classes at either school are urged to register early, as classes will be limited in size.

Copies of the catalogue of classes can be had at the union hall or by applying to either school headquarters.

jected, to be let later this month.

Brother Bill Railing has a road job at Knights Landing to start soon.

Carlson Construction Company at Downieville are still trying to finish their job.

Brother Mox Stark, who recently has been confined to the Mercy Hospital, was in to this office today looking much better and feeling fine.

The Local Union extends their sympathy to Mrs. Delbert Daniels and family. Brother Del Daniels was recently killed while on job. He was buried in Oroville, Calif.

Any member in this territory who has not as yet sent in for their new "A" Book can have applications made out at either Sacramento or Marysville office.

Foss passes the word from San Rafael area

By H. O. FOSS, Business Representative

San Rafael—Goheen Construction has been temporarily shut down. Brother Yoder put out too much yardage. When he gets through practicing on cherry picker perhaps will take off again. Macco on finish end on project at Net Depot near Tiburon.

Unable to keep all rigs running for Hutchinson at Greenbrae on account of crew shortage. Raisch paving on Hiway 101 about finished. Brother Bill Napier is in charge. Expect to move on with crew to Letty tract at Santa Rosa. Raisch with Brother Bill Russell in charge are going to town on Felton airport. They also expect to move over to Letty tract in the near future. Union Paving with crew 25 making good progress on their contract with Navy on Letty Tract. O'Conner Superintendent with Brother Earny Gressot in charge of airport work and Brother Jim Gibson issuing orders in pit.

Brother C. C. Rowley, one of our old-timers, pushing "75" in bank. Brother L. Crum on dragline and Brother Joloff on "Lima." Brother J. Pedrazzi is chief nut buster. Teichert on Mendocino Airport two shifts on paving, won't be long now. Everybody says they will be glad to get back Sacramento way and get thawed out. (Vacation over.)

Barney Piambo recently purchased all junk and equipment of Carlin Construction Co. Barney says he can use it all. Understand that as soon as Carlin completes appointment with Uncle Sam he will start out again with new equipment. Good luck, Carlin.

Fredrickson & Watson on Hamilton Field a few days behind schedule but a little double shifting may help. Karl Poss is Engineer. Superintendent, Brother Ribisi

(San Jose farmer bought a ranch by Guni) is General General Superintendent. Brothers Art Ostrom and Burch are grade foremen. Brother Clyde Stephenson is equipment foreman and Brother B. Overton is official oil squirter in charge. You will find all the Huntington brothers here pushing or bossing. Brothers Farrar and Humphreys are crusher foremen. Two paving machines running and mud is being spread. Four shovels, 15 cats, three rollers. Found W. W. Blake operating batching plant. He said it is better than blade job. R. F. Calaw, office manager with Dex Luca, keeping track of Engineers time. I understand their inspiration is office secretary, Sylvia Hill, but learn a No. 3 brother has priority??

Brother Red Bennett having bad time on Napa-Vallejo highway. Seems Casson & Ball take all his operators on other jobs and expect Red to get along the best he can. This job should be out of Red's hair in 30 days if we can get him crews. Lee Immel is busy as usual around Vallejo. C. M. Syar looking for more work and usually gets it. Parish Bros. doing nicely on Benicia Arsenal job. Going to erect hot plant. A new one.

Paris Brothers of Rio Vista way finished on lever job at Petaluma. Fredrickson Bros. buttoned up. Benicia gone with crew to Port Chicago. General Superintendent Earl Walsh of H. O. Rutherford transferring nearly all equipment to Port Chicago. Understand H. O. is going to snag a few more RD-8's. Good gain H. O. Basalt busy all departments. Their new set up. McNeirs Pt. Marin Co. ready to roll. Nice job. No members idle that are out of jail. Need oilers.

Justice Murphy makes plea for tolerance

"We must not think of ourselves as Jews or Gentiles or anything else. We are Americans. If any community in our nation betrays these principles of civil and religious liberty it will have inflicted a lethal blow on the greatest system of free government that has ever been known."

So declared—Associate Justice Frank Murphy of the United States Supreme Court, in a stirring protest against anti-Semitism and a plea for American unity given recently before a packed Civic Auditorium.

He spoke at a mass meeting sponsored by the San Francisco Bay Area Branch of the National Committee Against Persecution of the Jews. Justice Murphy is chairman of the national body with Wendell Willkie, vice-chairman. Matthew Woll and William Green are among the members of the executive board.

Frequently interrupted by hearty applause as he excoriated the anti-Semite as a traitor to America,

Justice Murphy declared that anti-Semitism is not a problem for Jews alone but for all Americans since it strikes at the foundations of democracy and of Christianity.

First he traced the development of political anti-Semitism by the nazis as a weapon to divide the conquered countries of Europe. He told how the seed of hate mongering had come to infest America as a sinister force to weaken this nation. Then he said:

"That is why a group of us who are Christian and American, looking upon ourselves with humility, have decided to be on guard about this problem which in our eyes is in the large a Christian problem. We are determined not to let the virus of anti-Semitism fasten itself on our free country for if it does, brother will be pitted against brother and the beliefs we all hold dear will be imperiled."

★ ★ ★

Great minds have purposes, others have wishes. — WASHINGTON IRVING.

ENGINEERS' NEWS

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of the

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News from the San Francisco office

By P. E. VANDEWARK and PAT CLANCY—Business Representatives

Word from the jobs

Working conditions in San Francisco and San Mateo counties are very good at this time.

At Hunter's point Gerwick, Morrison & Twaits have started their large excavation job. Several of our members are employed. Barrett & Hilp has a new contract for additional building, and Charles Harney has the contract for additional street grading and paving work.

At Treasure Island, J. D. Proctor has two piledriving jobs. Healy-Tibbets are still busy on their old piledriving job, with Standard Building Company, Anderson & Rowe continuing to employ a few members of Local No. 3.

The Tobin water line job on Ocean Avenue has two rigs working.

Pomeroy Company has a large contract for the Naval Fleet Hospital, a prefabricated set of steel buildings to be erected on the site of the Crocker Amazon Playground. This should furnish work for quite a few of our members.

Ford J. Twaits is employing a few of our members at their ware-

house job at Sixth and Channel Streets.

In the very near future, the Pacific Bridge Company should start their pier job at Bethlehem Steel.

Charles Harney Company is still busy on the fill job off Third Street near Carroll Avenue.

The Ken Royce Construction & Equipment Company is now under signed agreement with Local No. 3 also. They were previously under an agreement signed with Auto Mechanics Union, Local No. 1305.

Macco, Morrison & Knudsen's overpass at Millbrae has finally been completed. These overpasses eliminate the bottlenecks that were slowing up production on the haul to Mills Field. In operation at the gravel pit at the present time are seven Northwest shovels working two shifts, four D-8 dozers that are pioneering. Also working on the fill are four dozers and three blades, keeping a number of our members very busy. Guy F. Atkinson Company have 16 twenty-yard Diesel dumps on this job, in conjunction with thirty-two 20-yard Diesels of Camillo Bros. There are also five

Diesel semi-dumps belonging to the Wells Company of Reno. The only gas rigs on the job are the eight of Manning & Ennis Company. Fourteen Diesel Ukes working are owned by Morrison, Macco & Knudsen. The servicing, welding and all heavy-duty repair work on this project are being done by members of Local No. 3. This employs in the neighborhood of forty-five heavy-duty repair men.

Ford J. Twaits Company at Tanforan have three heavy-duty repair men and a Northwest crew. The dirt-moving has been sub-let to Engelson Company. There are five D-8's, two blades and two heavy-duty repair men.

Sorenson & Clifford at the tunnel job have holed through the main shaft, laying off two mucking machine operators and one air compressor man. We understand that the small tunnel is going to be open-cut and back-filled by Macco, Morrison & Knudsen, whose pit is right there.

The T. E. Connolly tunnel job is getting under way with three cat-skinners on the job and a Northwest clamshell.

L. C. Smith has a little ditching work at the Tanforan Race Track; the California Paving Company has a small job at Southwood.

Soda & Son have the seaplane ramps at the Pan-American Air Base. The piledriving has been sub-let to McGowan. We understand there is to be more work let at the Base later on.

Ken Royce is expected to open a large plant at Rockaway Beach. These plants in San Mateo County have good working conditions for our members as they receive construction wages plus one week's vacation with pay per year.

The Granite Construction Company have the small job at the Port of Redwood, which is just about completed.

There have been rumors that Belair would become a repair yard, but the rumors have quieted down and nothing has happened to date.

At Western Pipe & Steel things have been running smoothly since we were successful in placing leadermen over the ship cranes and brownies.

The Belair Shipyard is finishing up gradually. The form lumber that was used in the docks has been sold to Barrett & Hilp and will be used at their Port Chicago job. There was controversy over whether moving these forms would be at the shipyard rate of pay or the construction rate. When members of Local No. 3 refused to handle the forms, the Maritime Commission agreed to pay construction rates.

The heavy-duty repair work on the Easley & Brassi job at the garbage dump is under signed agreement with Local No. 3. This firm has been employing members of Machinists' Local No. 1305, some having worked there for a number of years. These men have come to the conclusion that Local No. 3 is the organization that can do the most for them and take care of their interests to their best advantage.

Bethlehem and Marinship yards are still building ships with very little change in conditions. A meeting was held with Marinship officials in regard to the food served the men on trial runs, and we hope improved conditions will result.

What the brothers are doing

Brother Art Woods, who recently underwent an operation, is improving rapidly and we hope to see him back on the job soon.

Brother Axel Sorola met with an untimely death at Marinship on Saturday, August 20th, when he fell to the bottom of the ship. The facts concerning the accident are still not known.

A letter from Brother Bob Wallace somewhere in the Pacific with the A. T. S., says that it is hotter than the next place.

Brothers Nick Thill, Yates Hammett, and Fisk, are on their way back from Alaska where they have been working for Pomeroy and Bates & Rogers.

Brother K. Shaffer recently returned from Wisconsin where the cheese apparently got the best of him.

Brother Bill Briscoe is shifter for Engelson at the Tanforan job, with Brother Nick Nelson the foreman under Bill. They seem to be getting along right well on this job. Broth-

er Roland Jepperson is master mechanic for Ford J. Twaits, taking care of four mixer wagons, pick-up and various other small gear with the assistance of one or two of our other heavy-duty repair men.

Brother Bill Hogg, now of the Seabees, visited the office a few weeks ago before taking off for Honolulu. He joined the Navy as a C.P.O. and is now a warrant officer. He likes the Navy and looks swell.

Brother Lyle McCann, who was

operating the mucking machine for Sorenson & Clifford, is skinning pioneer Diesel on the Macco, Morrison & Knudsen job. We feel sorry for Lyle going back to work after sitting on a mucking machine for three or four months.

Brother Glenn King, and oiler, are on the 105-clamshell on the Connolly job for superintendent, Mr. Delucci. We are wondering if that Northwest will make enough noise to keep Glenn from hearing Mr. Delucci holler.

Brother Heinie Horstmeyer is master mechanic for Ken Royce in the San Francisco yard. Brother Carl Gilger, who will be remembered by the old-timers, is superintendent of equipment for Ken Royce.

Brother Hank Porteous, also of Ken Royce and steward on the job, is still looking under the cats and shovels. He is afraid a member of the machinists' union might have been overlooked when he was helping to organize the job.

Daily construction report

August 14

San Francisco, contract awarded to Pacific Bridge Co., \$2,100,000 for construction of Pier No. 8 and appurt. work at Bethlehem Steel Co., S. F.

San Francisco, contract awarded to E. A. Fords, \$6,745 for 0.5 mi. repair with plantmix surf. and asph. emuls. seal between Vallejo and Napa, in Napa County.

San Pablo, contract awarded to J. L. Kruly Co., \$213,363 for const. vitrified sewers in Assessment Dist. 18, E. Sobrante.

Roy, Utah, contract awarded to Stroud Seabrook, \$80,550 for const. vitr. pipe sewers in various streets in Roy.

Alameda, contract awarded to Dinwiddie Const. Co., \$1,157,000 for const. of dispensary, drill hall, cover over exist. pool, exten. to powerhouse, completion of seaplane hangar and steam, elec., comp. air and utility requirements at N. A. S. Alameda, Calif.

Mare Island, contract awarded to D. W. Nicholson, \$94,500 for construction of foundations and struct. steel for fleet training facilities building.

Port Chicago, contract awarded to D. W. Nicholson Corp., \$64,400 for constructing battery charging station, motor vehicle sheds and lunch room at Naval Magazine, Port Chicago.

Richmond, contract awarded to L. F. Dow, \$61,864 for const. of sch. bldg. at Stege Schl. Unit 1, Richmond.

August 15

Redding, contract awarded to

Underground Const., \$6,267 for laying cast iron water main.

Treasure Island, contract awarded to Cahill Bros. \$71,873, for personnel baggage storage bldg. Treasure Island.

San Francisco, contract awarded to L. F. Dow, \$80,656 for const. six nursery school bldgs. in San Francisco.

Stockton, contract awarded to Louis Biasotti & Son, and A. D. Schader, for const. 10 miles of track and classification yard, and a 250 man labor camp at Rough and Ready Island, approx. 5 miles from Stockton.

August 16

Hayward, contract awarded to McGuire & Hester, \$221,576 for laying of sanitary sewers within the District.

Alameda, contract awarded to Heafy Moore for quarry waste; and to Superior Rock Co., for rip rap: for furn. quarry waste and rip rap stone for fiscal year ending 6-30-45.

San Pablo, contract awarded to J. L. Kruly Co., \$213,363, for const. vitrified sewers in Assessment Dist. 18.

Sacramento, contract awarded for rental of well drilling machine: Mendocino Co., to J. G. Grattan, \$7.50 hr. (normal) \$9.43 (overtime) for drilling test holes 78 mi. N. of Ukiah. San Francisco, to J. G. Grattan, \$7.50 hr. (normal) \$9.43 (overtime) for drilling test holes on Bayshore Blvd. near intersection of 3rd St., in S. F.

August 17

San Francisco, contract awarded to Chas. L. Harney and MacDonald

and Kahn, \$209,000 for site work for 500 portable shelter units at South Basin Ware Housing.

San Francisco, contract awarded to Peter Sartorio, for construction of Girls' Gym, etc., and alts. to lunch room at John Swett Jr. High School.

Concord, Calif., contract awarded to Martin Bros., \$5,975 for plantmix surf. and seal coat on various streets in Concord.

San Francisco, contract awarded as follows: Bethlehem Steel, \$3,485; Gen. Engineering & Drydock, \$4,788. For repairing and drydocking fire boats.

Sacramento, contract awarded to Brighton Sand & Gravel Co., \$5,069 for furn. gravel.

San Francisco, contract awarded to Rosenberg Bros. \$.29 cy., for furn. quarry run red rock for Dept. of Pub. Works.

August 18

Sacramento, contract awarded to L. F. Dow Co., \$270,599 for const. firewall, conc. floor, railroad cross-over in warehouses at Sierra Ordnance Dept.

August 21

San Francisco, contract awarded to Eaton and Smith, \$7,000 for asphalt concrete paving and sewers, on Quesada Ave. between Franklin and Selby Streets.

San Francisco, contract awarded to Fay Improvement for \$7,000 for asphalt concrete paving and sewers on Sweeney St., between Cambridge and 600 ft. easterly.

Vallejo, contract awarded to C. M. Syar, \$22,263 for surfacing on

portions of Marin St., and Capital St., Vallejo.

Redding, contract awarded as follows: Tehama Co., to Mercer Fraser, \$2,837 for furn. and stockpiling plantmix surf., 2 mi. W. of Mineral. Modoc Co., to E. B. Bishop, \$1,935 for furn. and stockpiling plantmix surf. 4 mi. NE. of Adin.

Sacramento, contract awarded to W. C. Railing, \$47,357 for 10 mi. repair with imp. borrow matl. betw. Knights Landing and Grimes, in Yolo and Colusa Counties.

Sacramento, contract awarded to Sheldon Oil Co., \$4,420 for furn. 260 T. liq. asphalt.

August 22

San Pablo, contract awarded, J. R. Armstrong, \$34,998 for const. utilities, sidewalks, maintenance bldg. and incinerators for 500 trailers at El Portal Park, San Pablo.

Lakeport, contract awarded to Walter Lenkeit, \$4,916 for const. a 4 ft. by 6 ft. shaft 50 ft. deep and then drifting a maximum of a hundred feet in rock and every 20 ft. drilling a coyote hole ten feet long directly upstream.

August 23

San Francisco, contract awarded to W. J. Tobin, \$9,970 for laying 12 inch C. I. mains in Ocean Avenue, between Junipero Serra and Aptos.

Salt Lake City, contract awarded to D. O. Mendenhall Const. Co., for \$22,022 for 8.25 mi. const. gravel surf. road and stock piled gravel and cover matl. on U. S. 50, betw. Hiawatha Junction and Wattis Road.

Berkeley, contract awarded to

Chas. S. Hughes, \$1.31 per T. car-load del., \$2.025 T. deliv. job; \$1.58 T. FOB bidder's plant, for furn. 400 T. sand for fiscal year ending June 30, 1945.

Sacramento, contract awarded as follows: To So. City Lumber & Sup. Co., \$920 for furn. cr. rock. To Lester L. Rice, \$178 for furn. 50 T. screenings.

Sacramento, contract awarded to R. E. Hazard & Son, \$7,231 for furn. 1,380 T. plantmix, FOB vendor's truck 1 mi. E. of city limits of El Cajon.

Sacramento, contract awarded to Redwood Materials Co., \$958 for furnishing clean crushed rock, FOB bunker delivery, Redwood City.

August 24

Redwood City, contract awarded to Union Paving Co., \$16,580, for resurfacing with asphalt concrete and seal coat, portions of Brewster Ave., etc., and const. storm drains in Redwood City.

Oakland, contract awarded to Martin Murphy, \$20,296 for installing cast iron water mains in Alameda county.

San Francisco, contract awarded to J. D. Proctor, \$23,933 for reconstr. fender line on south side of Pier 40.

August 26

Mather Field, contract awarded to A. Teichert & Co., \$1,384,887 for extension of runway, taxiway, aprons and const. night lighting at Mather Field.

Vallejo, contract awarded to Freethy Kimball Co., \$58,922 for const. bulkhead and asph. conc. paving, Georgia St. to Virginia St., Vallejo.

Oakland reports on members and jobs

By AL CLEM, T. D. BRYSON and JOE WALTHERS—Business Representatives

News from the jobs

We note that construction work in the East Bay Area has picked up considerably in the past month due to the job at the Ammunition Depot at Port Chicago getting under way. August was the best month, as far as clearances are concerned, that we have had for some time. During the month of August we cleared 727 men; 217 were cleared to the shipyards and 510 men on construction.

Russell Olson Company is subcontracting from Farnell Blair at Camp Shoemaker at Pleasanton. Approximately eleven members are on the job. The major portion of the grading has been completed. However the street work and the hot stuff still has to be laid. Brother Burl Trull is foreman and Brother George Sa is steward.

Brother Ted Moore, who is working on a blade on the Russell Olson Company job, has recently purchased a home near Ben Lomond and is spending his spare moments fixing it up.

Brother Bob Boyd is still busy working for the John R. Hughes Company loading fill for a housing project on 105th Avenue, Oakland.

McDonald & Kahn job at Oak Knoll and San Leandro Hospital is coming along nicely with seven members on the job.

We note that Brother M. F. Sears is down in this territory from Marysville working on a Dragline for Hayward Building Materials at the Crushing Plant at Pleasanton. Brother H. J. Orr is Crusher Operator.

Brother Lee Jefford is foreman for Fredrickson & Watson and at the present time is doing the dirt work for McDonald & Kahn. Seven members are on the job with Brother Al Bowling as Mechanic. They have hopes of securing more work as the job progresses.

Brother A. H. Orbett is Foreman

on the Hayward Building Hot Plant at Bohannon & Chamberlain housing project job at San Lorenzo.

Twenty-eight members are employed at the Bohannon & Chamberlain Housing job at San Lorenzo. Brother Marion McLaren is Master Mechanic and Brother Bob Slater is Grade Foreman.

Brother John Naur and Brother R. D. Alexander are Foremen on the Frederickson & Watson job at Port Chicago. Approximately 19 members are on the job with Brother Tom Plumb as Master Mechanic. The job is coming along nicely. They have secured additional work such as paving and the sewer work.

Lee Immel Company has a number of jobs in and around Richmond. Brother Ted Cox is Foreman and 7 members are working for him in Yard II, paving and repairing streets. Brother Tom DeCamp is on the 87 Lorraine.

The Hot Plant on Industrial Highway near Stege is about to start up. Brother Russ Erhart is the foreman and 6 members are on this plant.

Two shovels are working in borrow pits in Albany. Brother Gates and Brady are on the Koerings.

Brother Milton Yant is running the 25 North West on hit and miss jobs in the area.

We also understand that Mr. Immel has a street job at Mare Island. Three members are also working on a Blade and Roller in Richmond.

Twenty members are on the Raymond Concrete Pile Job at the Intransit Depot in Alameda. This is a good sized job, with 9,000 cans to be driven and 7,000 wooden piles.

Approximately 40 members are employed on the Stolte Harrelson job on their portion of the Intransit Depot. Eighteen members are on the Piledriving job, with approxi-

mately 5,000 concrete piles to be driven. Eleven drivers are working, part of them working two shifts.

Ben C. Gerwick Company have 6 drivers, 1 Derrick Barge and 1 Truck Crane on their Alameda Naval Air Station job at the present time. They anticipate moving 1 more driver in. There are approximately 3,500 to 4,000 piles to be driven.

Brother John Graham is Foreman on the Independent Construction Company job on Industrial Beend near Stege. Four members are employed on the job.

Blake Brothers' Hot Plant is a busy place with Brother Pete O'Neil as foreman and 3 members employed on the job. Brother Leonasio is feeding the plant with a P & H Crane. Brother Tony Gonzales is on the shore derrick. About 20 Engineers are employed in the Quarry with 3 shovels. A crusher plant is also in operation.

Frederickson Brothers are starting the excavating at McDonald & Kahn job out of Concord. There will be approximately 14 cats on the job. Brother Paul Matis and Brother Fred Butler are Foremen on the job. Brother B. W. Fuchs is the Master Mechanic.

Barrett & Hilp have 4 or 5 pieces of equipment on the Labor Camp job at Concord. Harry Lee is doing the plumbing on this job.

A. J. Raisch Company have 4 members doing paving work near Concord. There is a Hot Plant working full blast with approximately 10 members employed.

C. F. Braun Company, Consolidated Company and the Chicago Bridge & Iron Company are going strong at Avon with about 20 members on the job. Brother Jim Huse is the Steward.

Floy Martin of Concord has four members working. At present he is

putting up a 1,000 pound Hot Plant to serve small jobs in that area.

The shipyards on the Oakland Estuary all seem to be running at capacity with the exception of Pacific Bridge. They seem to be folding up. There are some reports that the Bureau of Yards and Docks will take over the facilities and operate a repair yard. That is only a rumor, however.

The H. J. Kaiser Company is setting up a 15-yard Bucyrus Monigan Dragline at their gravel plant at Pleasanton. This indicates that the gravel business is going to be good for sometime to come. They already have three large draglines working on the job.

The Amship Corporation is showing considerable activity at their Alameda repair yard. We have recently placed eight Engineers on the job.

Heafy-Moore is pretty well along with the access road to the San Leandro Naval Hospital. They are using five of our members on the job.

Congratulations to Brother Paul Emerson who became the proud papa of a baby boy born August 9, 1944!

Brother Frank Leadabrand, former operator in Yard II, has a Cleaning & Pressing Establishment at 466 10th Street, at Barrett in Richmond.

Brother George Bosnick, former steward Yard IV, is now Foreman, Swing Shift, Yard IV.

REGISTER—THEN VOTE!

Again we are appealing to all the members of Local No. 3, their immediate families and friends to make an honest effort to register so that they may be able to vote in the coming election. We who work for a living have considerable at stake and many feel that if some of the vicious legislation advocated by the labor haters are enacted into

laws that the labor movement in this state will be retarded fifty years. We are sure that no Union man or woman would want that.

If you did not vote in 1942, and if you have moved since November, 1942, YOU MUST REGISTER AGAIN in order to be able to vote. YOU CAN REGISTER if you have lived in California one year by election day and if you have lived in the county of your residence for 90 days by election day.

Let's all bear in mind that the last day to register is SEPTEMBER 28, 1944. For the convenience of the members of Local No. 3 and their friends we have a deputy Registrar in our Office, 2221 Webster Street, Oakland.

LITTLE TIME LOST IN STRIKES

Time lost as a result of 29 strikes in California during the first three months of 1944, involving 10,200 workers and resulting in a total of 37,832 man-days of idleness, represented approximately two one-hundredths of one per cent of all time worked, according to John F. Dalton, State Labor Commissioner.

Excluding agriculture, the California Division of Labor Statistics and Law Enforcement estimated that wage and salary workers in California worked a total of 171,336,000 man-days during the first three months of this year. The 37,832 days of idleness due to strikes therefore represents two one-hundredths of one per cent of the total working time.

Allocations of \$10,556,956 for new construction and improvements at the Naval Air Station and \$2,120,858 at the Oakland Airport have been announced by the Navy Department. Largest single item on the expansion program for the Naval Auxiliary Air Station at Oakland is \$783,000 for eight hangars, cargo and general storehouses, radio transmitting building and modification of present structures. Capt. Walter F. Boone, U.S.N., commander of the Alameda Naval Air Center, states that construction totaling many additional millions of dollars is in the planning stage.

From the brothers in service

Brother Melvin Nail, who has been in the South Pacific for some time, is now stationed in San Diego at the Navy Base. Melvin has been in the Navy two years and is assigned to a Patrol Craft.

Brother Jack Morton, former cat operator for Macco Construction Company, and now with the 89th Engineers, has recently returned from spending 54 days on Anzio Beach.

Brother Pvt. Merle Barton, who has been stationed at Camp Roberts for the past five months, recently

enjoyed a 15-day furlough with his family here in Oakland. Upon his return he was transferred to Fort Meade, Maryland.

Brother Tech. Sgt. Frank C. Morgan is stationed at the DeWitt General Hospital in Auburn, California, recuperating from a nervous condition resulting from a bomb explosion in Normandy seven days after D-Day. Brother Morgan was making a road with a cat when bombs started falling and he was thrown four feet in the air. He did not regain consciousness until he was in England some time later.

We understand Brother Morgan will be in the hospital for approximately six months.

Brother Paul Chipchase, Pharmacist Mate 3/c, is home after spending 10 months deep sea diving in New Guinea. Paul wears a ring he made from an aluminum made Jap Zero. Paul, on his return, had the pleasure of greeting his fifth child, which arrived during his absence.

Brother Willard Bell MM2/c was a recent visitor in our office. Willard recently returned from the South Pacific, where he was stationed for 10 months. At the present time he is stationed at Oak Knoll Hospital in Oakland.

Brothers James Gale and Charles Aldredge both were inducted into the Navy during the month of August. Brother Gale is in the Navy Ship Repair Division.

Brother Bob Roesbery, former steward in Prefab, made the announcement that he was a proud Dad. This month he states that he is a G.I. Joe for Uncle Sam!

Brother H. H. Nelson is the new Steward, Yard Prefab, Day shift.

At the request of members in and

around Richmond regarding the Office Hours, the Engineers' Richmond Office is open as follows: Monday through Thursday: 8:30 to 4:30 p.m.; Friday: 8:30 a.m. to 8 p.m.; Saturday: Closed.

Brother M. L. McCollum has been on the sick list for the past three months suffering from an infection of the jaw, resulting from having teeth extracted. We understand it will be some time before he can return to work.

Brother George C. Marler has had a rather bad year. Last September he lost the sight of his left eye while working on a housing job

in Alameda, when a piece of steel chipped and hit him in the eye. In March of this year, he caught the thumb of his left hand in the gears of the shovel, taking his thumb off. In spite of his misfortunes Brother Marler looks fine and has no disfigurements.

Brother George Freeland had the misfortune to receive a serious injury while cranking a shovel on the F. E. Young Company job. Brother Freeland was confined to the hospital 12 days and is now recuperating at home. It will be approximately 6 to 8 weeks before he will be able to return to work.

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Call Kellogg 4-1558 in Oakland

Never says jobs slower near Eureka

By OTTO E. NEWER
Business Representative

Eureka—Some new work is starting in this territory, but all new jobs are small, amounting to about \$40,000.

John Burman and Son have a small job on the Smith River and Hiouchi Creek cut-off.

Marshall Hanrahan have finished at Smith River and moved their crew to Little Red Hen. The job there should be finished in a week or ten days.

Baker Bros. have about two miles of logging road to build next to the Elk Preserve above Orick. They should be through at the Arcata Airport by September 10 and start on the logging road then. Brother Ray Anderson has been doing the finishing for them with a cat and will go with them to Orick.

Mercer Fraser have set up a transit mix plant at the Arcata Airport and have about 9000 yards to pour. Brothers Bill Murphy and Pat Orr have been trying to choke themselves on the plant and Brother Leslie Rose has kept the overhead loader going. Brother Claude McAlexander has been doing the base rolling and George Henderson has done a fine job with the motor patrol.

Chicago Bridge and Iron has started to lay off some of the members of Local 3 because of the lack of completion of contract and the manager tells me that more will follow as the contract is completed. They have no new work in view at this time.

Eureka Shipbuilding Co. expects to start repair work on fishing boats as soon as their Marine Railway is completed which should be about September 15th. We have one or two members employed there.

Scheumann and Johnson were successful bidders on a wing dam at Dyerville and will start at once. The job is small, however. Bid was \$39,000.

Connor Bros. are still keeping Brother Bill Gutridge busy on a Can building logging roads and a railroad grade.

Clements Construction Co. are finished at Garberville and have moved south 35 miles and set up their crusher and hot plant next to the highway.

Maurer and Son are putting up steel on the bridge at Leggett Valley and should be through there by November 1st.

Our mineral survey has started in Humboldt County and we expect good results. There is plenty of chrome, iron, and copper ore and a good deal of coal and zinc.

Camp Roberts, contract awarded to Howson Bros., \$7,016 for const. training aids at Camp Roberts.

Hester shows flaws in new Shasta deal

By E. A. HESTER
Business Representative

Redding — The Building and Construction Trades Council of Shasta County has signed an agreement with the Dechetes Lumber Co. now engaged in building a plant at Anderson, California, for the duration of construction work of a plant and road, which is estimated to last about six weeks. Who is going to operate caterpillars, cranes, donkey engines, fire the boilers and run the saw mill engines after the construction of the plant and road work is finished? Can you feature a carpenter doing work of this kind for a much lower wage than the Engineers' scale? This work justly belongs to the Engineers and I intend to have it. If you sign an agreement like this you would be relinquishing your jurisdiction to some other craft. The agreement is not signed by the Engineers.

It became necessary to hold a meeting for the members working at the Carrico-Gautier mining project for the purpose of interpreting certain paragraphs of the working rules and to explain what an Engineer's duties are on this job. All went home satisfied after electing Brother "Pistol Packing" Dave Tenney as Job Steward.

The Phoenix Construction Company of Bakersfield, California, submitted low bids to the Public Roads Administration at \$70,983.71 to build a logging road to Bald Mountain, Siskiyou County. I understand they are moving in.

Larson & Harms have started moving part of their equipment off the Alturas Airport. They will finish the first unit of this job in about three weeks. I don't look for any more work to be done on this job until next year.

Another large sawmill is going in 25 miles west of Corning under the name of Tehama Lumber Company. They are moving in three shovels and six tractors from Los Angeles. Most of the men on this equipment are members of Operating Engineers. You boys down around Corning, Red Bluff and Orland who are not working had better investigate. We hope to get a signed agreement with this firm and not for the duration of construction either.

Our good friend Congressman Clair Engle reports that the government has appropriated a large sum of money for the steel mill which is to be erected in Redding.

There's not much more to report at this time. I had a letter from Brother "Curly" Duncan, somewhere in the Pacific, stating that the situation looks tough for the Japs. He is betting that he will have the job done and home by July 4, 1945.

Minutes of Sept. 2 Meeting

Meeting was called to order at 8:05 p.m., at the Building Trades Temple, President Clancy presiding. Roll call showed Conductor Riley and Guard O'Brien absent.

At this time Brother Clarence King, long a member of the Musician's Union, and now a representative of the Labor League of Human Rights, requested the privilege of the floor to speak in behalf of the Committee for War Funds for the U.S.O. He thanked the membership for the privilege of the floor and stated that he was appearing in behalf of labor's committee to secure funds for the U.S.O. He explained the growing need of the wounded and injured who are being returned to this Coast from the war zone in the Pacific. He requested that the membership donate one day's pay to the cause. He also stated that Proposition No. 12 or the "Right of Employment" was a vicious piece of legislation, intended to defeat the purpose of the labor movement on the Coast. He requested that all members get out and put up a real fight to defeat this measure.

Brother Swanson supplemented his talk with a request for all members to donate one day's pay to the U.S.O.

It was regularly moved and seconded that each member donate one day's pay to the U.S.O. and that the members should pay where he works or pay directly to

an agency of the U.S.O. Carried unanimously.

MINUTES

The minutes of the Regular Meeting of August 5 were by motion approved as printed in the Engineers News.

A synopsis of the minutes of the Executive Board meeting of August 19 was read and the acts and recommendations of the Board were by motion approved as read.

A synopsis of the minutes of the Executive Board meeting of September 2 were read and the acts and recommendations of the Board were by motion approved as read.

COMMUNICATIONS

From the San Francisco Labor Council announcing that Honorable Frank Murphy, Associate Justice of the U. S. Supreme Court, will speak at the San Francisco Auditorium Sunday, September 10 at 8 p.m. Received and filed.

From the State Building and Construction Trades Council of California containing a letter from the California Committee for the Right to Work which is sent to all city councils in an attempt to promote the passage of Proposition No. 12. Received and filed.

Cards of thanks from Mrs. Darrell Daniels and family, and the family of Arent Knoblauch. Received and filed.

REPORT OF BUSINESS AGENTS

The following business agents made their reports which were received as submitted: Brothers

Murphy, Spence, Clem, Bryson, Walther, Foss, Doran, Waack, Vandewark, Speers, Clancy and Swanson.

REPORT OF SICKNESS, ACCIDENT AND DEATH

The following Brothers were reported as deceased: Brothers Darrell Daniels and Axel Sarola.

The following Brother was reported ill: Brother Arthur Woods.

Brother James Lee, member of Operating Engineers for many years, was invited to the rostrum and stated that he had retired and intended to take it easy from now on. He advised other members to do likewise and to not wait until the last day. His remarks were well received by the members.

Sgt. Frank Hilbert, U. S. Air Corps, recently returned from the war zone, was requested to talk of his experiences, but declined.

REPORT OF GENERAL SECRETARY-TREASURER

The report from the General Secretary-Treasurer was read by President Clancy.

Brother Waack gave a talk regarding the necessity for defeating Proposition No. 12 which was well received by the membership.

There followed considerable discussion on the Machinists situation, no action being taken.

There being no further business, the meeting adjourned.

C. F. MATHEWS,
Recording Secretary.

Provo Engineers move to new quarters; Spence transferred

By C. R. VAN WINKLE, Business Representative

Provo—To better serve the membership the office of the Operating Engineers in Provo has been moved to a new location. The office is now located at 232 WEST CENTER STREET, PROVO, and the telephone number is 630. It is hoped that these quarters will prove more convenient for the membership and make it possible for the office force to more efficiently serve the membership. All members are invited to call at the new location and look them over and any suggestions they may have for increasing the efficiency of the office will be appreciated.

CURLY SPENCE TRANSFERRED

Brother H. L. (Curly) Spence, who served the membership so long and so well in the Provo area, has been transferred to the Nevada area due to that area's need of an efficient and experienced man. Arrangements for this transfer was made during Brother Swanson's last trip to Utah. There had been no fault found with Brother Spence's work in this area, on the contrary, Brother Spence will be greatly missed by the entire labor movement in Provo. He was the most faithful, co-operative and most dependable labor representative in the entire area, which facts can be testified to by the writer of this article, and he will be sorely missed. However, it is understood that his transfer was made because of personal wishes as well as the needs of the local.

The writer of this article feels that he has his job cut out to take Brother Spence's place and I wish to take this opportunity to urge the membership to give me every bit of co-operation that they can. I want to give the members as good service as is possible and I will appreciate the members keeping me informed as to conditions on the jobs they are working on. I will also appreciate any constructive criticism or advice and I wish to assure the entire membership in this district that I will be more than happy to meet with any of them to talk over any of their problems at any time it is

convenient for them. Please feel free to call upon me either during or after office hours. My home phone is Provo 716-W.

GENEVA AGREEMENT

Organizational work is proceeding apace at Geneva. Meetings are being held practically every night in Provo and other nearby towns with groups of employees of that plant. At these meetings the coming agreement to be written for the Geneva Plant is being thoroughly discussed. By the time this is printed negotiations will have been started with the company and in my next report I will be able to give you more details as to the progress of the negotiations.

It might be well to point out at this time that the proposed agreement drawn up by the combined American Federation of Labor of Utah with the assistance of the American Federation of Labor and the National and International Unions exceeds anything yet presented to the steel industry. (This, despite C.I.O. claims to the contrary during the campaign preceding the election.) The language used is clear and concise and is calculated to be understood by every employee so that he will understand just what his rights are. Provisions are made for a seniority system that protects the employees; the employee will be protected against unfair or unjust discharge, a method of settling grievances is provided that will settle grievances within a short period of time and the company is being asked to provide vacations and sick leaves for all hourly employees as they do for the monthly employees. General raises in wages are also being asked after proper evaluation of each operation. It is the contention of the AFL that many operations at the plant are not properly classified and until this is done no proper wage scales can be determined.

There are many other provisions in the proposed agreement that are worthy of being mentioned but space does not allow that this be

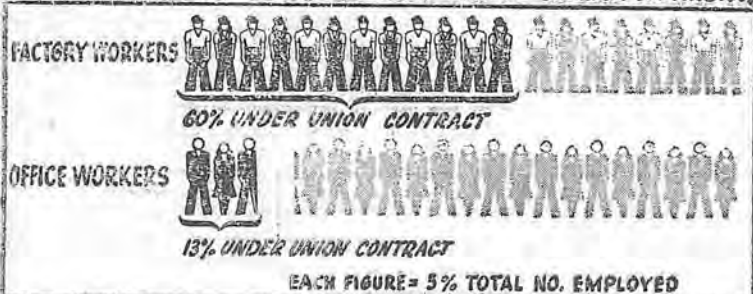
done. I urge upon every member of the Engineers who is acquainted with an employee at the plant to urge him to immediately take out membership in the proper AFL union. ANY AFL UNION OFFICE WILL BE GLAD TO ADVISE ANY EMPLOYEE REGARDING MEMBERSHIP IN THE AFL. Each employee ought to immediately become a member so that he can have a say in the type of agreement that is finally accepted. ONLY MEMBERS WILL BE ALLOWED TO VOTE ON THAT IMPORTANT SUBJECT. You can also tell him that, despite CIO inspired rumors to the contrary, the initiation fee into ANY AFL UNION WILL NOT EXCEED \$5.

As to the other work in the area there are a number of small jobs running throughout the district. Because these jobs are smaller and more scattered the job of policing them becomes increasingly harder. If the membership will get together on each job and elect a job steward and if that job steward will make regular reports as to conditions on his job it will make the job of keeping these smaller jobs straight much easier for all concerned. If the steward, or any member for that matter, knows of any condition on any job that is not right he should immediately report it to the office. Report it by phone or in person and, if by phone, please feel free to reverse the charges. Remember we are here to serve you. The extent of that service depends on you!

There is other work planned for this area which we all hope will be awarded soon and get started before winter breaks. In the meantime our membership is advised not to come into the Provo area looking for work without first consulting this office as at the present time we have a number of local men on the out of work list whom we believe are entitled to the first chance at any jobs coming in.

Port Chicago, contract awarded to Raymond Concrete Pile Co., \$84,625, for const. of pile foundations

ORGANIZATION OF FACTORY AND WHITE COLLAR WORKERS



UNORGANIZED WORKERS FALL BEHIND

| WEEKLY EARNINGS OF WAGE-EARNERS IN WELL ORGANIZED INDUSTRIES... | | | | WEEKLY EARNINGS OF OFFICE WORKERS... | | | |
|---|-----------|------------------|-----------------------|--------------------------------------|--------|------------|------------------|
| 463 | 452 | 463 | 450 | 430 | 428 | 424 | 423 |
| SHIP-BUILDING | MACHINERY | AIRPLANE ENGINES | BUILDING CONSTRUCTION | STENO-GRAPHER | TYPIST | FILE CLERK | MACHINE OPERATOR |

Things humming in Utah district

By C. L. CASEBOLT, T. L. CLARK, C. R. VAN WINKLE, Business Representatives

Salt Lake—August was a busy month in Utah. Our construction work has not been too fast. Other business has kept everybody on the run. The American Federation of Labor was certified by the National Labor Relations Board as collective bargaining agents for the Geneva Steel Company and the Keigley Quarry. The American Federation of Labor Committee met with the officials for the Geneva Steel Company and set September 7 as the date to start negotiations. Writing of the optional agreement to be submitted to the company is finished and ready for presentation. This required a great deal of work and the committee was in continuous session for seven days preparing the same.

We also attended the Utah State Federation of Labor convention held in Ogden on August 21, 22 and 23. The delegates being Brothers Scott Ledingham, C. R. Van Winkle and C. L. Casebolt. Tom Clark got to Ogden during the convention, making it unanimous. It was a highly successful convention from an Engineers' point of view and our good friend John McKean, Business Agent of the Iron Workers, Local No. 27, was elected Vice-President of Utah State Federation of Labor. Fullmer Latter was re-elected President to succeed himself in office by the largest vote he has ever received, leading his opponent by 61 votes for that office. We are very glad to see Brother Latter return to this office which he has filled so adequately.

Before going into the various jobs we wish to again remind the

membership that our regular meeting is held the second Saturday of each month in Salt Lake City, at the Labor Temple, at 8 p.m. Brothers, this is important. Try to attend these meetings. The regular Business Agents' meeting of Utah will be held at 3 p.m., the 2nd Saturday of each month. Any Brothers that have any troubles or grievances are invited to appear at this time if he so wishes.

PROVO, UTAH

Brother C. R. Van Winkle's report covers the Geneva and part of Southern Utah, so we will not cover that again but will give you descriptions of the jobs in the western part of the state.

OGDEN, UTAH

Utah Pomeroy have a \$4,000,000 construction job at the Navy Base. This company will only employ a small crew, most of their work being let to sub-contractors. Olaf Nelson Company will do the excavating and road work.

Moving direct from the road job north of Ogden, which is near completion, the Denver Ready Mix Concrete Company has sub-graded the grade work and has hired two Engineers at this time.

The J. R. Daum Company are progressing nicely on their job at the Navy Base.

Ora Bundy job is about finished.

Stroud and Seabrook have a job at Roy, Utah, and are progressing on schedule.

Harry Lee Plumbing Company

are about halfway finished on their present job and are going along nicely.

McFaddis and Company have started work on the Ogden overpass.

Bids have been asked on the much talked of hospital in Ogden, assuring us this project will be completed.

SALT LAKE CITY

At Wendover, Hunt and Frandsen and Russell Olsen Construction Company report they have about three weeks more work on the road job.

The O. A. Thorn and Sons Company have a small amount of work left at Tooele and are moving to Dougway proving grounds where they have a \$2,500,000 dirt and paving job.

The H. K. Ferguson Company are working at Dougway Proving Grounds on a \$1,500,000 contract. This company has about 300 men employed at present and are going along wonderful with the unions.

Floyd Whiting is finishing up small job at Dougway and expects to sub-contract some from the Ferguson Company. The Ferguson Company have been notified that Whiting is not under an agreement and will have to sign up with three union before being allowed to work on their project.

Carl E. Nelson Company have finished at Tooele and have moved

all their equipment to other projects.

Morrison-Knudsen are still working at St. Johns and we understand they have secured another railroad south of their present project.

The Young and Smith Company are finishing their Utilities project at Tooele which consisted of a water main and reservoir.

The Utah Construction Company are under a Metal Trades Agreement for maintenance work for Magna-Garfield tailing dike and are using about 100 engineers and at this time are going along very nicely with the agreement.

The job at Cedar City, loading iron ore is one that never comes in for any criticism.

Ryberg-Strong and Grant job at Gregerton has been completed. The company did a beautiful piece of work on this project and now all that remains there is to have people occupy about 150 of Uncle Sam's empty houses.

We have numerous housing projects in and about Salt Lake City, which are all going along as housing projects usually do.

Enoch Smith and Sons have a fair sewer job at Magna, employing a number of our Brother Engineers.

At this time we have three members working at the Topaz Jap Camp, Millard County. These bro-

thers are receiving our wage scale and full Civil Service ratings from the government.

We have two brothers firing stationary boilers at what used to be the Small Arms Plant, Salt Lake City, which has now been taken over by the Ogden Arsenal. They report their jobs are first class and are enclosed for the winter.

During the past month a committee from the Building Trades Council and the Associated General Contractors have visited Ft. Douglas, the Ogden Arsenal and Hillfield. These meetings have been very constructive to the labor movement and have brought about a great deal of co-operation between the Army, the A.G.C. and the Unions, which has been badly needed in the past. Since these meetings jobs have been coming in on Civil Service for our brothers and have been hired for this work without any fuss or feathers flying. We look forward to the time when we may be able to visit other Army and Navy projects in the state.

The next step that must be undertaken in Utah is the raising of the wages for all Civil Service Employees and the request of the department of labor to see that all work of reclamation, grazing and forestry is done by contract, thus, giving the public more for their money, the contractor and last but not least, our brother engineer an opportunity to secure employment in that line of work.

So, until next month we bid you goodbye.

Doran reports Stockton jobs—and proposition number 12

By ED DORAN, Business Representative

Stockton—Patterson Bros. have completed their work for Johnson-Drake, and Piper at Crows Landing and Vernalis Naval Air Stations; and have moved their equipment to Cook's Station, where they were successful bidder on five miles of new Federal Highway in El Dorado National Forest.

Johnson-Drake & Piper are getting along well with the work at Crows Landing and Vernalis, employing approximately 25 Engineers and Oilers. The Barker Corporation of Patterson also have some equipment on this job. Jack Hudson came out of retirement to work on this job. Brother Hudson is a poultry fancier, having bought a chicken farm at Turlock.

Rudy Lozano has deposited his service withdrawal card in the Stockton office. Rudy has had over a year's service with the Navy. He is glad to be back hitting the ball again.

The Biasotti Construction Co. have started grading for the railroad grade on Rough and Ready Island. This is the beginning of a twenty-million dollar job being done by the Navy. The Operating Engineers were the first on the job. There were sixteen operators working the first day.

Brother A. C. Cherryholme is operating a crane on Rough and Ready Island for A. D. Schader Co. of San Francisco who have the job of placing the rails on Biasotti job.

Our sympathy to Brother Sam Lynch who lost his son in a collision with a freight train. Brother Sam works for the Western Freight handlers at Lathrop Reconsignment and Holding Point. The members of the Operating Engineers at Lathrop sent two beautiful floral pieces for the funeral.

The Case Construction Co. have moved their suction dredge into the Stockton area to be assembled at the Clyde Woods shipyard. About twenty members of the Engineers Union are employed. The dredge and crew have been working at Tulare Lake. When the dredge is assembled it will be working at Rio Vista.

R. E. McCarty Co. have been busy excavating for a large building to be erected in Stockton. All of McCarty's rigs have been working steadily for the past year.

"Stew" McGaw has been busy paving the city streets at Stockton. The way it looks from here the gang will be busy until the rains come.

Standards Materials are a very busy organization these days supplying concrete for the Crows Landing Naval Air Station. Four members are employed here.

Edw. Stauffer has deposited his service withdrawal card, after two years in the U. S. Navy. Ed also can tell some stories as he was wounded in the Marshall Island attack. Five pieces of shrapnel got him in the left side, and arm. He is going to Fresno to complete some inventions which he was working on when he was called in to the service of our country.

I have reported in the last two issues that Claude Woods' job would be completed, but to date the gang is still working on the job at Mokelumne Hill; but should be out of there by the time this issue reaches you.

Work in the Stockton area has been good this past month with everyone working. We have sent a great many of our members into the Sacramento area to work as there were several large contracts let there, and not enough opera-

tors available to man the jobs.

From the last report received the Navy job here at Stockton will be let for bids some time this month, and it is expected this job will be going full speed ahead by the first of October. Included in this project is over two miles of wharves with many thousand piles to be driven. The members of Engineers Union will have lots of work on this job.

Conrad Johnson has just returned from a two-year job with the Hawaiian Dredging Co. He has been on every small island in the South Pacific. Most of his time was spent on Midway, Palmyra, and Johnson Islands. "Conk" is shipping out to Guam just as soon as he catches up on a few things which he has missed while being away.

Vote NO on Prop. 12

Brother Al Clem, executive board member, and Business Representative working out of the Oakland office, has been very helpful this past month; he has helped me consummate an agreement suitable for the land leveling industry, and it is hoped that in the near future we can come to some agreement which will be beneficial to our Brother Engineers, and acceptable to the contractors who specialize in leveling land.

As a closing statement I would like to ask every member of Local No. 3 residing in California to vote NO on Proposition No. 12 which will be on the November ballot. I am sure, and you will agree with me, that your Union has done more for you than the labor-hating groups and individuals who are sponsoring this un-American amendment. Again I say Vote NO on Proposition No. 12.

Vote NO on Prop. 12

San Jose district quiet, Murphy helps out in Sacramento area

By M. G. MURPHY, Business Representative

San Jose—The San Jose District is still quiet and no new work of any importance has started up during the past month with the exception of a job at Moffett Field consisting of roads, lighting facilities, curbs and gutters. The job amounts to about \$235,000 and is being done by L. C. Smith of San Mateo. Mr. Smith is bringing most of his regular crews with the equipment so there probably will be very few calls for men. Have had a call for two or three men so far, however, Dan Wall is in charge of the job and he has with him an efficient crew of old-timers. One in particular that I know of is Brother Dan Shireman.

San Jose will have a small job on Stevens Creek very shortly which should take a few men. No doubt one of our local contractors will be the lucky bidder.

SAN JOSE QUIET

Monterey Air Base has a small improvement job to the extent of \$68,000, which was let to the Granite Construction Company. Other than this, there is nothing new in or around San Jose at present. The other work seems to be going along nicely. At least, I have had no complaints with the exception of one from Moffett Field which came while I was in Sacramento. This was taken care of in a very competent manner by Brother Speers. If you do have any complaints, however, brothers, be sure and get in touch with the San Jose office and we will do our utmost to adjust them.

BUT SACRAMENTO BOOMS

At the request of Brother Swanson, for the past two weeks I have been assisting Brother Lawrence in the Sacramento district, and by the looks of things, I will be there for at least another couple of weeks or so as there is an abun-

dance of work in that territory at the present time. There are levee jobs, airport jobs, bridge jobs and highway jobs.

At the present time there is also a shortage of men in that district, so brother, if you are looking for a job, PLEASE contact the Sacramento office.

Brother Lawrence has certainly been giving me a workout since I've been up there. The fact is, he's a regular slave driver. For the first seven days, I lost seven pounds and you know I can't afford to lose those pounds. Not much!!! Seriously speaking, though, I am really enjoying the work immensely and have met up with many of my old friends whom I haven't seen in many months.

NEWS FROM THE BROTHERS

Big Brother Ken Huston is back from Whitehorse and is enjoying a short vacation prior to reporting back for work. . . . Received notice that Brother Sawtelle who has been working for the Union Paving Company at Walnut Creek was in a serious accident. Received a fractured skull and spinal injury, and he will be confined for some time.

. . . . Regret to report the death of Brother Hafely's father. While Mr. Hafely was not a member of Local 3, he paid his son's dues very punctually and his visits will be missed in our office. . . . Understand Brother Russell Kamp of Monterey has received a notice from Uncle Sam to report for induction. . . . Brother George "San Mateo" Freeland is confined to the hospital. He underwent a major operation recently. . . . Received a letter from Brother Al Sufficool from Molalla, Oregon. He wants to come home. Come ahead, Al. . . . Brother Mox Stark is confined to the hospital in Sacramento with a broken hand.

Old tar Metz reports from the dredgers

(Continued from Page 2) increasing the capacity to 18 inches. The "Palmer" was intended to be a small portable rig. At Hunter's Point she dug with a 125-foot ladder—longest known. Jack Tuffin, old-timer, is skipper.

The old "Pacific" is being rebuilt and converted from steam to Diesel power. The "Pacific" has a 115-foot boom. It is believed that Cap Hoagland will be in charge of the "Pacific."

The "Trojan," formerly the "Umpqua," is waiting for a crew. **METZ JOINS THE NAVY**

Had the opportunity to visit the dredges "Roberts Island" and "Monterey," working for the P.G. & E., near the Carquinez Bridge. The dredges are digging a channel for a gas line. The following incident amused me: I drove up to the landing plank just as the P.G.&E. tug was pulling out with a P.G.&E. engineer aboard. I blew my horn and the tug turned back and took me aboard. The P.G.&E. engineer said, "I presume you are a Navy man." I said, "Yes, sir," and we proceeded out to the Roberts Island with the engineer offering to wait for me, which offer I declined. I don't think I would have received any consideration had I announced I was a Union representative!

Aboard the "Roberts Island" I met Captain Sullivan and some of the crew; H. D. Bird, leverman, George Clark, Wiley Brock, Alkire and a new man by the name of Riley, who was pilot of the outboard motor on my return trip. Also, I can't forget to mention the cook who supplied the hot coffee, pie and dessert. Swell guys, these cooks! I was sorry to have missed Steward Hampton who was working the night shift.

Pilot Riley took a northwesterly course, and we boarded the Dredge "Monterey." Met Louis Hahn, and Bud Shore, old-timers, in the fire room, and Bert Moreland, Johnson and Cagee. Last, but not least, I met the skipper, Captain Anderson, who seemed intent on hiring a P.G.&E. tug boat operator to work as leverman on the midnight shift. After considerable debate he agreed not to hire him. I then proceeded to board my transportation again, and Lo and behold! Who was at the throttle? You guessed it! Pilot Riley—who delivered me ashore in good condition.

Visited the Dredge "Golden Gate" at the Hurley Marine Iron Works in Oakland. Missed Steward Lynn Shepherd. Met Captain Montague, Freed, leverman, and Frank Wilson, whom I haven't seen in a long time.

NO PORT CHICAGO BIDS

No bids were received by the Navy for dredging at Port Chicago. I wonder why. Couldn't be that too much scrap steel and ammunition is laying on the bottom! The Puget Sound Dredging Company is moving in with a clam to do the job.

A legitimate complaint was received from the Pacific Portland Cement Company's dredges at Redwood City. As these dredges do not come under the Dredge Owners Association they are not entitled to receive the 5c per hour increase awarded by the War Labor Board.

Brother Mathews, our Secretary, is arranging a meeting with the company to try and correct this injustice.

This is all the news at the present time. Sorry I haven't met all of you, and been able to mention everybody, but will be seeing you in the near future.

★ ★ ★

Sacramento, contract awarded to A. Teichert & Co., \$42,072, for about two miles length, graded and surf. with cr. run base and armor ct., near McClellan Field.

"Curly" Spence now working in the Nevada district

By H. L. SPENCE and JOHN DeLAGRANGE,
Business Representatives

Reno—Brother Swanson transferred Brother H. L. (Curly) Spence to the Nevada district on August 21. Brother Spence is now working in the mining industry. We have held several meetings at the B.M.I. Babbs Nevada, and are making steady progress in organizing the Mill. The Quarry and Crusher are organized with the Engineers. Due to the curtailment of magnesium by the War Production Board, the smelter at Las Vegas has ceased operation on six of the ten units. This has caused reduction in force at the mill. We also have the Basic Refractories at Gabbs, with about twelve Brothers working on this job, which is 100% Engineers.

Brother Spence and I made a trip to Ely, Nev. on August 28 in order to get Brother Spence acquainted with the mining industry in that district. We visited the Isbell Construction Company's Mining and Stripping job at Kimberly, Nev., as well as the Kenne-

cott Copper Corporation Mining and Stripping job at Ruth, Nev. While we were in that district we contacted Mr. Hall of the Hall Brothers Construction Company, regarding prevailing scales set forth in an agreement which was signed with the Operating Engineers as of July 3, 1944. There were two classifications on which he was not paying the prevailing scale. This was soon rectified and the prevailing scale is now being paid. I introduced Brother Spence to as many Brother Members as was possible in the Ely district.

We have an agreement drawn up with a certain Mining Company which is constructing a mill close to Reno. I am sorry that I cannot divulge the name of this company at this time. However, I hope to have all the details for the next regular Engineers News. The president has approved this agreement and it is now in their attorney's office for his approval. This will be a strictly A.F.L. contract with

our Construction Scales attached to the agreement.

We plan on having Gabbs Valley organized within the next two weeks and then move into Ely and work on the Kennecott-Copper Corporation Ruth Pit. After this is completed we are going to start an organizing campaign at the Nevada Massachusetts Tungsten Mine at Mill City, Nev. This is one of the largest Tungsten Mines in the United States. We also have several small mines that we plan to organize during the winter months.

In the last issue of the Engineers News, Brother Otto E. Never, Business Representative from the Eureka district, had a very interesting article pertaining to the mining industry. I have contacted Mr. Allen, District Manager of the U. S. Bureau of Mines, regarding the post-war mining industry in this State. We will have a letter for our next issue of the monthly Engineers News informing all Brothers of the Post-War Planning.

NEWS FROM JOBS

Carl E. Nelson Company's job at Elko is progressing rapidly, with the grading completed and only

the hot plant mix and base remaining to be laid.

Hunt and Frandsen have started operations on their excess mining road from Golconda to the Getchel Mine. We have eight Brothers now on this job.

Dodge Construction Company has completed their job at Fallon, and the only operation they have at this time is their Iron Ore Mining job at Lovelock.

The Honey Lake area is very quiet, they have more work contemplated but I cannot receive any definite information when any of this work will start.

By request of Brother Lawrence of the Sacramento office, the Reno office has been taking care of W. A. Bechtel Railroad Construction job at Portola, Calif. We have nine Brothers on this job. They have about ten days more work at Portola and then are moving to Carlin, Nev. for approximately six weeks of railroad grading. This work is being done for the Western Pacific Railroad.

There is no new work contemplated in the Construction field here and I do not anticipate any Construction work until next spring.

This Raises a Question



A picture like this raises a question
... for you to answer.

At this moment, hundreds of thousands of America's finest young men are fighting in the greatest military effort of this war. For them, there are no half-way measures.

Ask yourself—are you doing anything to match their supreme sacrifice?

If you can say "yes" to that question—and no one can who isn't actually under fire—that's fine.

If not . . . make an appointment today at your nearest Red Cross blood donor center.

**Your Blood
Can Save
A Life!**

The following concerns, sponsors of this advertisement, urge you to make an appointment today at your nearest Red Cross Blood Donor center:

Jenison Machinery Company
20th and Tennessee
San Francisco Valencia 1710

McDonough Steel
600 75th Avenue
Oakland

J. H. Fitzmaurice
2857 Hannah
Oakland

Johnson, Drake & Piper
1736 Franklin
Oakland

Haveside Co.
40 Spear Street
San Francisco

Ken Royce Co.
185 Bayshore Blvd.
San Francisco

Pacific Stevedoring & Ballasting
24 California Street
San Francisco

Pacific Coast Engineering Co.
Oak and Clement
Alameda