



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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President Green's Labor Day speech challenge to private industry to back up jobs program

Scores Unpreparedness



"U. S. is far less prepared for peace today than it was for war at the time of Pearl Harbor," the AFL executive council warned at midsummer meeting in Chicago. Above, Pres. William Green at council session. (Federated Pictures)

Free labor, co-op called biggest hope for Europe

In spite of all their hardships, people are striving to build up their democratic institutions. The progress already made is one more reason why we cannot let them down. Free trade unions and free consumer cooperatives are basic economic organizations for a democratic way of life.

Free Trade Unions

In Italy and Germany, trade unionism is already reviving with unexpected vigor. In January of this year, a trade union convention was held in Naples, Italy, and attended by representatives of 1,300,000 dues paying members. Since the liberation of the industrial cities of northern Italy, the trade unionists claim an increase in their membership which brings it to a total of 4,000,000. Trade unions were strong in the north before the war.

In Germany, we know of several unions already formed. A report from a United States representative there states: "A number of trade union leaders have been killed, but a surprisingly large number have survived. Many of them are in the age group 40 to 55 and are doing excellent work. They had many months ago, even before the towns were liberated, brought about an underground federation of trade unions."

Army policy in Germany, however, has sometimes been an obstacle to the reorganization of unions. Although General Eisen-

hower clearly stated that it is our national policy to permit organization of genuine free unions and free collective bargaining in Germany, the army in some sections has not permitted workers to organize in unions when they wanted to do so. This should be corrected at the earliest possible moment. Organization of unions should be permitted and encouraged as a basis for rebuilding democracy.

Consumer Cooperatives

Before the war people of European countries depended on cooperatives for a large part of their living necessities. In many countries from 20 to 35% of all retail trade went across cooperative counters. Under the dictatorships, however, cooperatives were suppressed. In Italy, cooperatives already have 250,000 members, according to reliable estimates. In Rome some 800 societies sprang up within two months of liberation; in Florence there are 100. They bring food from farmers direct to consumers at low prices. In Sicily, Poland and elsewhere cooperatives are breaking black markets. In Yugoslavia, 200 of the prewar 650 cooperatives are again in business and plans are underway for workers to exchange their products for food from farm cooperatives on a barter basis. Thus they are checkmating the rise in living costs. These reports date from January to May 1945.

—LABOR'S MONTHLY SURVEY, Published by the A. F. of L.

All officers of AFL to serve until '46 meet

Washington, D. C.—All affiliated unions were notified by President William Green that because no AFL convention can be held this year the Executive Council has ruled that the federation's officers will continue to carry on their duties until the 1946 convention. He transmitted these decisions by the Executive Council:

1. That the convention scheduled for October 1, 1945, in the city of Chicago shall be called off because of the decision of the Office of Defense Transportation refusing permission for the holding of this convention.

2. That the next regular convention of the American Federation of Labor shall be held in the city of Chicago beginning Monday, October 7, 1946.

3. That the present officers of the American Federation of Labor shall continue to carry on their duties under the constitution of the American Federation of Labor in the same manner and under the same circumstances which would have existed if a convention had been held in 1945 and these officers had been reelected for the calendar year, 1946.

4. That all the business of the American Federation of Labor shall be carried on pursuant to the constitution under the direction of the Executive Council until the 1946 convention is held.

5. That the President shall, in accordance with the intent of Section 5, Article II of the constitution, appoint 3 persons who are members of three different national or international unions (on recommendation of the presidents of such national or international unions concerned) to audit the books of the American Federation of Labor for the fiscal year ending August 31, 1945.

* * *

Double Trouble

Down in South Alabama a woman passing a neighbor's house and beholding the lord and master of the establishment dozing peacefully on the shady veranda, leaned over the garden fence, and to the man's long-suffering better half observed: "Well, I see your old man is still taking things easy."

The woman in the garden straightened up from her hoeing, absently massaged her aching back, and replied, "Yes, Sarah, he is." A wispy ghost of a smile flitted over her tired face.

"You know," she added, "that man has just two regrets in life. One is that he has to wake up to eat, and the other that he has to quit eating to sleep."

Pay gains, national drive for shorter week seen as major aims of Federation

(Highlights of AFL President William Green's Labor Day Address, which was broadcast from Camden, New Jersey, over a nation-wide NBC network, follow:)

The triumphs of industry which we have glorified in the past will fade into insignificance if we but capture the opportunities for peaceful expansion and development which now present themselves. We stand at the threshold of a new industrial revolution, perhaps more sweeping in its effects than the advent of the machine age and electric power. Even in our own day and with existing facilities, we can and must raise American standards of living by at least 50 percent. Let us proclaim our determination on this Labor Day to achieve that immediate goal.

I know there are prophets of gloom—who see nothing but discouragement and failure ahead. They point to the undeniable fact that America was not prepared for peace, that reconversion is proceeding too slowly, that unemployment may reach the alarming total of seven or eight million by next spring and that Congress has not taken any steps to provide for human needs during the transition period from war to peace. On the basis of these adverse conditions, they foresee a major post-war depression.

NOT PESSIMISTIC

The American Federation of Labor does not share these pessimistic views. We do not believe in crying "Fire!" in a crowded theater. We do not intend to stampe the nation into panic.

On the contrary, we have faith in America and the American people. When danger threatens, it is not the time to quit. It is the time to rally and work and fight for what we want and believe in. Just as we won the war, we will in the peace. Let that be our challenge to the future! Let us remember the inspired words of Franklin D. Roosevelt back in 1932—"we have nothing to fear but fear itself." American labor will not be overcome by fear now!

The seven million members of the American Federation of Labor, a confident, resolute and closely-knit army of workers, have set their faces forward and are marching ahead in solid phalanx for the achievement of labor's own program which will lift the nation out of its present, temporary difficulties and establish a progressive and prosperous post-war economy in America.

RECONVERSION SPEED-UP

First of all, we call upon private industry in America to speed up the reconversion process and we urge the government to give reconversion the highest priority. If that is done, as it must be done, transitional unemployment will be held to a minimum and will be of

brief duration. The tremendous backlog of unfilled orders for the things the American people need and were unable to obtain during wartime should soon bring about wide expansion of peacetime production and provide a plentiful supply of jobs.

At the same time, in order to keep production going at high levels and to provide a market for consumption to match it, the unions affiliated with the American Federation of Labor intend to seek immediate increases in wage rates. Such action is necessary to fortify the purchasing power of the American people, which was weakened by increased living costs, by the wartime wage freeze and by post-war losses of overtime pay and incentive bonuses. There is no better market for American industry than the full pay envelope of the great masses of American workers.

Third, in order to restore collective bargaining and establish peaceful and stable labor-management relations, the American Federation of Labor intends to seek a national accord with industry at a conference to be called by President Truman in the next few weeks.

SHORTER WORK WEEK

Fourth, as soon as conditions settle down and we are able to take stock of the nation's long-range needs, the American Federation of Labor is determined to resume its drive for the shorter work week, which will spread available employment and give the nation's workers and their families the opportunities for healthful recreation and education which our modern civilization affords.

Fifth, the American Federation of Labor will exert all its influence when Congress returns from its vacation tomorrow, for the enactment of a "must" legislative program which we drafted and for which we have received the hearty endorsement of President Truman and all forward-looking national leaders.

(Continued on Page 8)

A salute to free men

In one huge shout of joy, the free peoples of the world hailed the earth-shaking news of the final liquidation of the last partner of the Axis. In every city, town and hamlet in the United States the people released pent-up emotions in a wild display of enthusiasm.

When the evil leaders of the Axis powers planned their campaign to carve up the globe and to enslave free peoples, they little reckoned with the tremendous latent power of the "soft democracies." Mussolini, the strutting braggart; Hitler, the mass murderer; Hirohito, personification of treachery—all thought that the people of the United States, of Britain, of Russia, could be kept divided, immobilized. They picture us as flabby, lovers of freedom but unwilling to fight for it. But, under the leadership of Franklin Roosevelt, our nation girded itself for combat. Our "soft" fighters proved too much for the "tough Nordics." Our workers, answering the plea of their great President to make America "the arsenal of democracy," performed the greatest production job in history and, in the hour of world peril, turned the tide in favor of freedom and democracy. Here is the final, unanswerable proof that free men, united, can outfight and out-produce any combination of slaves.

With the end of this titanic struggle, Organized Labor can take pride in its tremendous task of spearheading victory on the home front. Those who still carp about "strikes" have only to read the record of the avalanche of supplies that our workers turned out, and our brave seamen delivered, to every spot on the globe.

Ahead of us is the task to which all of us must dedicate ourselves—the unity of the United Nations for permanent world peace, the translation of war-time abundance into peace-time plenty. The same unbeatable spirit we demonstrated in conflict can solve the critical social and economic problems that confront us in the reconstruction period!

Report of last meeting

September 1, 1945

Meeting called to order at 8:10 p.m., President Clancy presiding. There were approximately 115 members present.

The regular meeting minutes of August 4 were read and by motion approved as read, as were the minutes of the Executive Board meetings of August 25 and September 1. The minutes of the Special Meeting, held in Eureka, were by motion adopted.

The trial of Brother Oliver N. Cote was held and he was fined for violation of the working rules.

Communications were received from the Regional Office, Office of Price Administration regarding Price Control and Rationing; California Labor School regarding the school's program; Oakland Girl Scouts, a card of thanks, and a card of thanks from Mrs. McGill and family.

Charges were filed against Brother George Simon, the trial to be held October 6, 1945.

The following Resolution was read and it was regularly moved and seconded that this resolution be adopted and printed in the Engineers News:

WHEREAS, The American Federation of Labor has subscribed the principle of one collection for all National War Fund and Home Relief Agencies, and

WHEREAS, The quota of the War Chest Agencies will be greater than last year because of the increased population, and the needs of Local Relief Agencies will also be substantially increased,

THEREFORE, BE IT RESOLVED: That Operating Engineers, Local Union No. 3 urges all members to establish approximately eight hours pay as a basis of their individual contribution, and that each member make his individual contributions either through his Employer's Labor Management Committee or directly to his Local War Chest Agency.

Brothers R. E. Lovedal and E. E. Hill were reported ill, and Brothers Clarence A. Crowe, Joseph Silva, Albert McGill, W. F. Fogle, and Fred J. Bursch were reported deceased.

The Business Agents gave their reports which were accepted as submitted.

The door prize was won by Brother W. D. Ivey, 2333 West Street, Oakland.

Brother Lloyd, Business Representative of Local No. 21, made a report on the progress being made at the Standard Oil Company, Richmond.

There was considerable discussion regarding overtime rates. It was explained to the members that the Agreement between the Government Agencies and the Building Trades Department is effective for ninety days, after August 18.

There being no further business the meeting adjourned. Respectfully submitted, C. F. MATHEWS, Rec. Secy.

Big North Bay jobs fold as peace arrives

By H. O. "HEINIE" FOSS
Business Representative

San Rafael—At this writing it finds most of the local contractors in this vicinity busy.

We find Eddie Forde finishing his state highway projects here and now with his pencil sharp, is looking for other work.

A. G. Raisch approximately finished their contract on the highway job at the entrance to Hamilton Field.

Since the termination of the war, all of our big jobs have butted up. We hear rumors of certain contracts to be let to straighten out these projects that were left in a mess. However, rumors are good, bad and indifferent, so we will patiently wait to see what develops on these projects.

Go to Friant Job

The majority of the men with the Peter-Kiewit Company and McEwen have gone down on the Friant Canal.

Piamba Bros. are repairing some of their rigs, getting them into shape to take on new work.

Up around Santa Rosa, the Union Paving Company, Superintendent Brother Ernie Gressot, should be buttoned up on their job on the Airport.

Teislau, with Superintendent Brother Speck on the resurfacing job around Oakville should be finishing up by the time this report is out.

Louis Biasotti, with Brother Bill Matthews in charge, have completed their resurfacing job Sonoma Way. Have gone down the southern part of the San Joaquin on their contracts there.

The Underground Construction have been over here in this district on a few small jobs and should be on their way by now.

The KRC Construction have a job at Jenner-by-the-Sea with a small crew working on the breakwater there, probably lasting another 90 days.

Finish Resurfacing

A. R. McEwen around Laytonville and Willits on their resurfacing job are about completed.

Understand Railing Construction Company on construction with his resurfacing job over on the coast of Mendocino County, have everything under control.

Burman & Son from Eureka also have a small piece to do in the vicinity of Mendocino City.

Conn Valley Dam Job

T. E. Connolly on his job at Conn Valley Dam is making good progress. He has Earl Parker and Barker Bros. on this job with a bunch of jeeps. Working two shifts. The Walsh Equipment Company have a bunch of pulls on this job. Kimbell-Freethy also have a sub here on the cement. Bump around Stockton has the clearing on this project and seems to be going along O.K.

E. E. Lowell with Superintendent Poyser seem to be on schedule on their job putting the road around the lake which will be created by the Dam.

C. M. Syar in the Vallejo district seems to be keeping the usual crew busy at all times.

The same goes for Parrish Brothers at Benicia.

Camouflage Needed

O Mother, may I go out to swim?
Why not, my darling daughter,
You're so darned near naked anyhow,
You'd look better in the water.

California's proud record

By PAUL SCHARRENBURG

Director, Department of Industrial Relations of California

In his recent report to the Governor's Council, Director Paul Scharrenberg of the Department of Industrial Relations summarized the preceding year's record of industrial accidents, labor disputes and wage claims.

To begin—according to the annual summary of industrial injuries reported to the Industrial Accident Commission, California's industrial casualty list was substantially reduced in 1944. Reversing for the first time the upward trend which began in 1940, the number of deaths due to industrial accidents fell to 632 in 1944, the lowest level since 1940, and a reduction of 9½ per cent from the peak of 698 in 1943. In relation to the volume of employment the number of industrial fatalities in 1944 was considerably less than in 1940.

DECREASE IN SERIOUS INJURIES

Paralleling the decline in employment, the total number of disabling injuries—that is, injuries which were so severe as to prevent the injured from returning to work the day following the day of the accident—decreased 3 per cent to 148,643 in 1944 from 152,698 in 1943.

For every 10,000 disabling injuries in 1944 there were 43 deaths, the lowest ratio on record. In 1943 there were 46 deaths for every 10,000 disabling injuries and the average for the 10-year period prior to 1944 was 62 deaths per 10,000 disabling injuries.

Accidents resulting in permanent disability dropped to 1,593 in 1944 from 1,852 in 1943, a decrease of 14 per cent.

Total injuries reported to the Commission, including non-disabling accidents, numbered 539,185 in 1944 compared with 550,809 in the previous year.

Among the various industries, the largest number of industrial fatalities in 1944 was reported by the cartage and storage group with 90 deaths, followed by the shipbuilding industry with 88 fatalities. In 1943, shipbuilding with 114 fatalities accounted for the largest number of deaths.

The greatest number of non-fatal permanently and temporarily disabling injuries in 1944 was sustained in shipbuilding. Nevertheless, relative to the number of manhours worked, the shipbuilding industry chalked up an outstanding record for accident prevention. Although manhours worked in the industry decreased by only 11 per cent between 1943 and 1944, the total number of disabling accidents was reduced by 27 per cent, from 23,372 to 17,013, and the number of fatalities was cut by 23 per cent, from 114 to 88.

With respect to major cause, the largest single number of deaths was due to vehicles, which caused 256, or more than 40 per cent of all industrial fatalities in 1944. Machinery was indicated as being responsible for the largest number of permanent injuries, accounting for 1,115 or 70 per cent of the 1,593 permanent disabilities reported for the year.

On the basis of all types of injuries, handling of objects caused the greatest number of industrial accidents, with 45,847 accidents in 1944, 31 per cent of all disabling injuries.

LABOR DISPUTES IN CALIFORNIA

Comparative statistics of labor disputes during 1944 released recently by the U.S. Bureau of Labor Statistics reveals that California's wartime record is outstanding. California has had a larger gain in number of persons employed than any other state, and has jumped to third place in terms of population. Nevertheless, in terms of mandays lost as a result of strikes and lockouts, California ranked 17th among the 48 states in 1944 compared with 4th in 1940. A total of 126,856 mandays of idleness resulted from labor disputes in California last year. This compares with mandays lost in 16 other states ranging from 142,640 in Kentucky, to 1,836,903 in Michigan.

Although California accounted for approximately 6 per cent of the Nation's employment in 1944, only 1½ per cent of total mandays of idleness resulting from strikes and lockouts occurred in this State.

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Job Cancellations in San Jose Follow Peace; More Projects Soon Developing

By M. G. MURPHY
Business Representative

San Jose—Since the cessation of the war and the FALL of the JAPS (Hallelujah!), we have had a few cancellations of jobs in this territory, brothers, but I am sure the situation is not as serious as it would first appear. We are happy to say, the cancellation of some jobs is the GO signal for others and I am sure we will be able to maintain our equilibrium.

Our biggest disappointment was the cancellation of the near million yard job at King City Navy Base. N. M. Ball shared the same feeling as their company was already loading equipment for the job. Hollister Air Base also felt the result of V-J Day as did Granite Construction Company and the Watsonville Air Base who had curtailments. Permanent Metals of Los Altos also took a slight shock when they received orders for the curtailment of the production of goop. (Goop is a magnesium past filler for incendiary bombs and naturally there will be no demand for this product in the future.) The same applies to the many boys who loyally labored so long in the Magnesium Plant. (The Plant expects to re-enter the magnesium field in the future but it is not known how long the change-over period will take.)

Special Notice!

While I am on this subject, I want to announce to all the PAID-UP brothers who were laid off at Permanente to report to this office as soon as possible as no doubt we will be able to place you on something very shortly if you wish to remain in Local 3. (If you do not wish to remain in Local 3 and are paid up, you would be wise to take out a Withdrawal Card.) There have been cutbacks in many other industries here such as Food Machinery Corp., and Joshu Hendy and many of our brothers who were working for these companies have returned to their former occupations as operators of Tractors, Blades, Rollers and Shovels. To those who have been laid off and who have not as yet gone to work I wish to say, do not become alarmed as we can most likely use you somewhere, and so it goes.

The Brighter Side

Now, for the brighter side of the picture, no doubt before long we will be working on the two million extension of the Bayshore Highway, also the General Electric Plant on Highway 101, then there are other construction jobs to come up such as a couple of small dams near Los Gatos, vast improvements on the highways, also the construction of the Watsonville-Santa Cruz highway and other small projects too numerous to mention. I've just received word that the State is contemplating vast improvements on 101 highway all the way to Paso Robles, so brothers, it looks like there are banner years ahead for this district.

The projects mentioned by me in the last issue of the "News" are progressing nicely and everybody seems happy except for the fact that the boys all want more money and I guess we can't blame anyone for that and even the POOR contractors are interested in the same subject. During the war the boys were patriotic and did not demand more money but now that the war has been won they feel that they should be reimbursed sufficiently to overcome the advanced living costs, and I believe rightfully so.

Well, brothers, this is about all I have to say and I will now give you a line-up on some of our brothers in, and out, of the Service.

Boys in the Service

Received a letter from Brother Bill Crosson and a bale of Jap money. (Looks as if Bill might have robbed a Japanese Bank but

he says the whole lot wouldn't buy a U. S. Hamburger.) Bill says to tell all the gang, "Hello." . . . Brother Jim Dollard has not the same high esteem for the army, and especially when it's at Camp Beale. . . . Brother Bob Robertson is home from Okinawa. He says, "Thank God it is over." . . . Brother Phil Calabrese is home from the South Pacific on a thirty-day leave. Sends regards to all. . . . Brother Alex Bone suffered a broken arm recently in his duties and is recovering as rapidly as can be expected. . . . Brother George Reynolds received a broken hand but is managing to remain on the payroll. . . . Brother L. V. McAfee received a severe leg injury while operating for Granite but is recovering nicely. . . . Received another letter from Brother Lew Redding who is still at Berea, Ohio. Lew says he hopes to be discharged soon on the point system and would like to be located near Marysville when duck and pheasant season opens. (It won't be long now, Lew.) . . . Heard again from Brother Charles Duncan from France and he sent me a German 100 Mark Note which I was happy to add to my collection. Charlie sends regards to everyone and hopes to be back soon. . . . Received another letter from Brother Joe Bowling who is no longer a civilian as he was inducted at Schofield Barracks August 9th and is now in the Naval Reserve. Joe says where he goes from here depends on his Uncle "Sam." . . . Brother C. M. Search of Pacific Coast Aggregates of Monterey has been confined to the hospital for the past thirty days due to illness but is recovering rapidly and expects to resume his former operations, soon. . . . Brother Clarence Tressler, who received a serious back injury while operating his tractor some weeks past is recovering and it is hoped that he will soon be back on the job. . . . Bro-

(Continued on Page 6)

Army airbase job still goes ahead rapidly

By CHET ELLIOTT

The Fairfield - Suisun Army Airbase job, with Morrison-Knudsen Inc. and Stolte, Inc., is still under construction, keeping about the same number of our members busy.

Morrison-Knudsen has completed the rock quarry and is running to full capacity, with about 150 engineers employed in the quarry and crusher.

Stolte, Inc., are working a skeleton crew on small jobs. The hospital is still shut down.

Morrison-Knudsen has moved out nine cats to Colusa, creating a surplus of cat operators at the present time. M-K's woolridge cobras are due to move out to the Colusa job some time this week.

The asphalt plants and the batch plants are just about completed; expect a call for operators for these plants soon.

Morrison-Knudsen has just about finished overhauling the monigan and will start digging on an eight-mile ditch in a couple of days.

Start Rock Laying

M-K has started laying rock on the runways and will have jobs for several engineers on rollers and blades soon.

Brother Bill Edwards is doing a fine job as the night steward on cats, and Ed Rider is managing very well as steward in the quarry on day shift.

Brother Lloyd McBride, according to all reports, is doing a good job as steward on the cats and woolridge cobras on the day shift.

The job is still on a ten-hour, two shift basis, and everybody seems to be getting along okay.

REMINDER: Our office in Fairfield is located just outside the main gate of the airbase, therefore, all of our members employed on this job may transact their Union business there. The office is open each day from 8 a.m. to 5 p.m., Saturdays from 8 a.m. to 12 noon, and WEDNESDAY evenings the office remains open until 9 p.m. for the convenience of all of our members. Remember, anyone having any complaints to report, please notify your steward or stop in at our office.

Here's a nifty headline that we found in one of the New York dailies after the British Labor Party victory: **LADY ASTOR'S OLD SEAT SWEEP BY LABOR.**

Work Continues At Friant Kern Canal; Big Veterans Hospital Plan For Fresno

By H. L. SPENCE
Business Representative

Fresno—Peter Kiewit & Son's job at the Friant Kern Canal is getting on its way with six cats and one 5-yard Monagan Dragline, which will be about all the rigs that will be on the job. I am told by the Superintendent, Mr. Wasson, until next May then they are really going to work.

Sharp & Fellows are still crushing lots of rock up at Piedra, Calif., for the Santa Fe Railroad.

I was told yesterday that Mr. Morgan, the Resident Engineer from the Merced Air Base, was going to be transferred up to the Pine Flat Dam site as resident engineer so it looks like they really intend to start something up there before long.

\$1,000,000 Hospital

I noticed in the Fresno Bee that there will be a million dollar hospital built on North Fresno Street in the City of Fresno, Calif., some time in the near future. This will be a veteran's hospital.

There are a number of State Highway jobs slated to be let in Fresno County before long.

Nation's church services boost cause of labor

WASHINGTON, D. C.—Churches throughout the nation held special Labor Sunday services this year upholding the right of the workers to the opportunity for gainful employment and a better life in the future.

Typical of the pre-Labor Day religious observances, was the message of the Federal Council of the Churches of Christ in America which was read in many houses of worship.

Holding that the pattern of the future will depend very largely on the policies and the strength of the organized workers, the statement called for a guaranteed annual wage for all workers; an adequate and secure standard of living for all, based on full employment, a high level of production, good housing and adequate social insurance; elimination of discrimination in employment because of sex, race, creed or color; extension of workers education; and effective relocation of war workers in a peacetime economy.

Louis Biasotti and Son's job at Los Banos is going okeh, as I reported in the last Engineers News. The only change is that Frank Marks and Sons are moving their crushing and hot plant to a new location, a couple of miles out of Los Banos, California.

Avenal on the Beam

Over at Avenal things are going okeh again, after the Union meeting was held over there a couple of weeks ago. I understand that Sparkey is the head man on the O. H. Collins cats. Lots of luck, Sparkey, keep 'em rolling.

G. E. Brewster is still holding his own around Avenal. More power to him, keep busting.

Valley Paving is doing okeh with their hot plant and road job near Goshen. However, they tell me a few of the dear brothers on that job are on a vacation at the present time but they will be back in a week. Then Mr. Ted Bond will be happy once more.

Macco on Lake Job

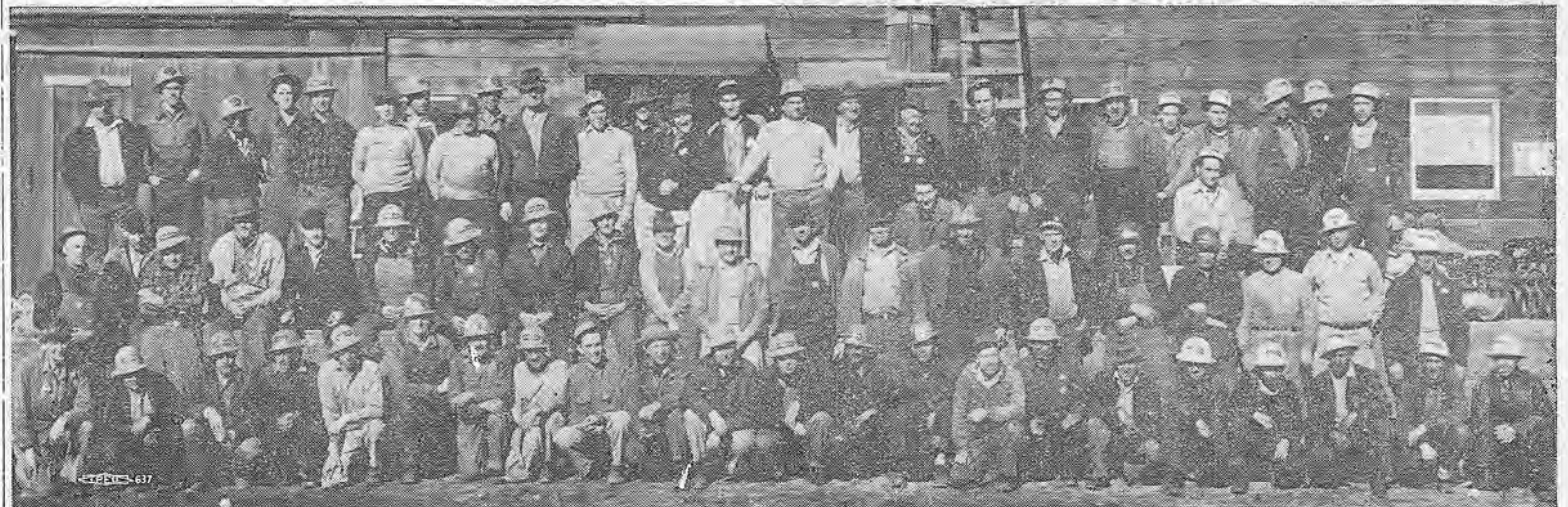
Macco Construction Company has a short job up at Florence Lake. There is quite a few of the dear brothers going up. Brother Charles Georgi is moving the Shovel in on the job. There will be one boom cat, 2 dozers and a compressor on the job. The job is supposed to be finished before the snow flies, which they tell me flies real early up there.

There is lots of land leveling all over the valley. Koffendoffer is taking over Ken Royce's spread instead of Al Win and Harris as I reported last month.

One of the land leveling companies by the name of Mac and Mac from Madera, Calif., had moved their outfit up to the town of Washington, California, to do a striping job for some mining company. They tell me it is a good job until it starts snowing.

N. M. Ball & Sons job at the Merced Air Base has shut down and there is quite a few of the dear brothers out of work at the present time.

DAY SHIFT AT EUREKA DRYDOCK YARD



Here's the gang, all members of Operating Engineers, Local 3, working the day shift at the Chicago Bridge and Iron Company drydock yard at Eureka, California. Maybe you can identify some you know:

(Upper Row)—Frank Roberts, A. L. McCool, F. D. Brown, Winton Edgman, Andy Anderson, Larry Johnson, Jack Thompson, Ernie Sundquist, Herb Joppas, Roy Stevens, Charlie Lakin, Russell Griffin, Varil Nims, Jim Pastori, John Mosely, Frank Loveland, Chet Dryden, Bill Hoxie, Eugene Burrill, Jack Niskey, Harley Helm, John Mitts, Charley Lewis, Elmer Hodgkinson, Lloyd Bailey.

(Center Row)—John Cain, Fred Domenighini, Archie Dahl, Ed Miller, Frank Tehan, Sam Hoskins, Tom Hitchings, Harry Johnson, Roscoe Miller, Vic Raymond, Norm Beck, John Threadgill, Roston Dillard, Rico Pastori (seated), Walter Hansen, Oscar Johansen, Hans Jorgensen, Jack Howard (seated), S. A. Gouthier, Sam Amigo, Art Stewart, Ellis Smith.

(Lower Row)—C. R. Bernard, John Bullock, Lou Owens, M. W. Edwards, Charles Petersen, Bill Kuchel, Jos. M. Saraiva, Darrell Betts, Jess Van Cleave, Pat Furnish, Bill Goetz, Wm. Olsen, Byron Fassett, W. Warren, Harry Salstrom, Arte Santelli, James Earl, Robt. Morgan, Angelo Domaz, John Lema, Walter Stanbrough.

Government jobs petering out in Stockton, but big highway, flood jobs loom

By ED DORAN
Business Representative

Stockton—Brother John Hickey has returned from 3 years in the armed forces. Brother Hickey was in the Army Air Corps for one year; after his discharge he re-enlisted in the Sea-Bees, and spent 19 months fighting Japs in New Guinea, and Luzon in the Philippines. John looks fine and is going to take a well earned rest before going to work. You will remember John, who used to contract around Colusa and Marysville.

Fremont Douglas, one of our members, has returned to civilian life, after many months in the army. Brother Douglas has his old job back at the Lathrop Holding and Reconsignment point.

Steve Rados Company of Los Angeles has started the sewage disposal plant at Tracy. This project should last about four months. The Asta Construction Company of Rio Vista is moving the dirt for Rados.

"Old-Timer" Mills

Here is an item taken from the Pollock Shipyard News referring to old-timers in point of employment.

Leading the list of old-timers (only in service not in age) it is found that Warren Mills is at the top of the list for field employees. Mills is an Operating Engineer on the swing shift and came to work at Pollocks on May 3, 1942. During that time his record at the labor dispatch office is without blemish as he has never missed a day's work, and there is only his vacation periods of absence on his record. For this he really is to be congratulated. In the field Mills is closely followed by another Operating Engineer (day shift) Arthur S. Richards who came to work at Pollocks a day later, starting on May 4, 1942.

Other Operating Engineers who have been employed for three years or more are Robert M. Warnick June 8, 1942, Marion W. Griffing June 10, 1942, and Harold C. Hamrick June 14, 1942.

Brother T/5 "Ike" Gabriel was a visitor in the Stockton office recently. Ike has seen lots of action, being one of the first to land in Normandy on "D" Day, and fought the enemy all the way to Berlin, coming out of the battle with a wounded right leg. With the appearance of Ike a lot of rumors about his untimely departure from this world will be stopped, as he is very much alive.

The Clements Company is setting up a hot plant on Rough and Ready Island. This plant is being moved from a State Highway job at Arbuckle.

More Highway Work

At a meeting held at Mr. Purcell's office (Director of Public Works) at Sacramento recently, information was obtained that the State Highway Department has 130,000,000 dollars to spend on highways and bridges. \$30,000,000 to be let for bids around the first of the year, this work will be in the Bay Area, Stockton and Sacramento districts. About \$50,000,000 is to be spent on Highway Bridges, this bridge work to start immediately.

Horace (Bud) James, Carpenters Mate U. S. Navy has deposited his service withdrawal card here at the Stockton office. Bud entered the Seabees November 6, 1942 and received his discharge on June 16, 1945. He has been two years overseas in New Caledonia, Guadalcanal, Russell Islands, Bougainville, Philippine Islands, Lady and Samoan Islands. Bud is running blade for Biasotti.

Biasotti Winds Up

Biasotti Construction Company is about finished at Rough and Ready Island, but have lots of small jobs around this area. Brother Al Hill has taken over the job of Master Mechanic replacing Bro-

ther Fritz Pitschner who has decided to raise beef cattle. Fritz has been with Biasotti for some time, and I want to thank him in behalf of the Union for his wonderful co-operation in the past, and wish him the best of luck in his new undertaking.

The Bechtel Construction Company is working right along with the cannery job at Tracy, employing several engineers. Pete Farish gang have finished and moved on to another job.

Kiewit job on Rough and Ready Island is still going strong, and expect it to be good for another three months.

Mike Eneboe has deposited his service withdrawal card, Mike has been all over the South Pacific, visiting Australia, New Guinea, Guadalcanal, Philippines and the Marshall Islands. Mike is now working for M. J. Ruddy at Modesto.

Howard Now Contractor

Brother Buck Howard, who has turned contractor, has been doing land levelling jobs around Stockton and is an example for all contractors to follow. Buck is 100 per cent union, employing all members of the Engineers Union. Brother "Gid" Schnaidt is superintendent and all the "cat" skimmers are members of Local No. 3. Buck pays \$1.62½ per hour.

Laurentzen has a piledriver driving sheet piling for a coffer dam at Weber Point in Stockton. Brother Billy Drummond is operating the driver. Dee O'Bannon is running the steam boiler. This is preliminary work for the fill which will be dredged from the channel.

War Board Rulings

The National War Labor Board announced that provisions of its General Order Number 40 which permits voluntary wage increases without WLB approval under certain conditions, will not apply to the Building and Construction industry.

Chairman Thomas Fair Neblett of the 10th Regional War Labor Board was advised that the action was based on a new General Order, No. 41, adopted August 22 by unanimous vote of the National Board upon the unanimous recommendation of the Wage Adjustment Board which has jurisdiction over the Building and Construction industry.

Wage adjustments in the industry will still require Wage Adjustment Board approval, Neblett was informed, but will be considered in the light of the new wage policy. The action was taken because of special circumstances prevailing in the construction industry.

Meet the Champ!

Here's the champions of all the Holding and Reconsignment points in the United States. Brother E. O. Cloud and Hobart (Jazz) Ray under the supervision of Brother Hi Morgan loaded out 61 freight cars in 8 hours. If any of you brothers can top this record, prove it, and there will be a \$5.00 bill waiting for you in the Stockton office.

Pvt. Chester E. Foursha of the U. S. Marine Corps was recently

(Continued on page 8)

Redding region looks for gold mining upsurge

By E. A. HESTER
Business Representative

Redding—The indications are now that the War Production Board will soon sweep aside all priorities on the Gold Mining Industry, and by the first of the year I look for at least seventy-five gold mines to be in operation in Northern California; in fact, right now, preparedness and activity along those lines will remind you of the historic days of '49. The gold dredgers are still harping about the price of gold and the high cost of operations, but I notice there are hundreds of them anxious to get going.

Practically every classification of work in the Gold Mining Industry comes under the jurisdiction of the Operating Engineers. Each set-up will average about fifteen men. These are all good jobs for our members if they can receive a fair day's pay for a fair day's work, but they are no good if they intend to pay starvation wages as they have heretofore done, prior to the shut-down. Now, let me say to all of Local No. 3's ten thousand members: "Let's organize the Gold Mining Industry." It will be helpful to all concerned.

Future Looks Bright

At the present time there is not a great deal of construction work going on in this district, but the future looks very bright. We have the rumor that Keswick Dam will soon start. There is about \$5,000,000 to be spent on the completion of this project. The money has already been appropriated.

A. A. Tislaw is still working several of our members on his highway project, near Alturas. Rudy and Sons are still working about twenty-five of our men on their highway project at Nubieber. They are working twelve and fourteen hours a day and they will be there until the snow flies.

Wind Up Road Job

Baker Brothers will probably wind up their road job in Little Valley in another two or three weeks. Activity around Orland, Hamilton City and Chico is picking up. E. B. Bishop is doing a lot of work in that vicinity. There are also quite a number of our brothers doing land leveling for Baker Brothers, Gates and the Yola Developing Company.

Andy Gladney, up around Eureka, seems to be increasing his forces. He is still calling for men. Carrico and Gautier have reduced their force in the Iron Mine to one shift and have laid off several of our members. This is due to the close of the war. They will probably get going strong again when the steel pilot plant is completed at Shasta Dam.

Johnny Comes Home

Brother Johnny Alameda dropped in the other day to say hello. Johnny just returned from Europe after spending nearly three years in the Army with the second division. He participated in five major engagements in Sicily, Italy and France. He has the remarkable record of 261 combat days and his division has seen more combat service than any other division in the American Army. He came through wearing several military awards, including the President's citation. Johnny is looking fine and will soon receive his discharge. He is anxious to get back into the construction game and the Operating Engineers.

CRUEL INTERRUPTION

A judge eyed his prisoner disapprovingly and said, "Why did you beat your wife?"

"It was a sudden impulse," explained the prisoner.

"Very well," said the judge. "On a sudden impulse I am going to put you in the cooler for thirty days."

"Okay," said the prisoner sadly. "But you are certainly putting a crimp in our honeymoon."

Cancellations hit Nevada jobs, but new work will guarantee more activity

By JOHN DeLAGRANGE
Business Representative

Reno—Dodge Bros. Construction Company were the low bidders on the repairing of one runway and taxiways at the Fallon Naval Air Station, at a cost of \$168,000.00. One runway is to be completely rebuilt and taxiways repaired. This job is now in progress.

Russell Olson Construction Company received a contract from the county commissioners of Alpine County, for repairing a portion of their county roads. At this writing they have approximately ten more days work left.

Harms Bros. Construction Company have completed their resurfacing portion of U. S. Highway 40, from Truckee to the State line, and are now dismantling their plant to ship out.

The I. Christiansen and Company has not started their alley, curb and gutter job which the city of Reno awarded to them which I mentioned in my last issue of the Engineers News. This work is to get under way in the very near future.

City Improvements

The City Council of Reno is planning on servicing all the newly acquired property that they have brought into the City Limits, with sewers, gas and water lines.

Walker Baldwin was awarded the extension on the Court House and Jail in the City of Reno, by the County Commissioners, at a price of \$112,000.00. This work is now under way and Earl Games has already excavated for the foundation and basement.

The new \$2,000,000.00 hotel to be constructed in Reno has been delayed for sixty days on account of plans and specifications. This job was to have started around the first of September. There is also some changes in the architectural designs.

The new addition to the Veterans Hospital has been awarded to Robert E. McKee Construction Company at a cost of \$1,300,000.00. This job is to get under way in the very near future.

W. A. Bechtel & Company has one crew working at Doyle, California, for the Western Pacific, and they also have dragline and cats working for the same company at Crescent Mills, California.

Cancel Navy Contract

Since "V-J Day" the Navy has cancelled the Johnson Drake and Piper Company contract at Sutcliffe on Pyramid Lake. I have received no information if this is permanent or temporary.

Since my last writing I have made several trips to the Vegas Rock and Sand Company's C.A.A. Airport extension contract at Battle Mountain. They have the excavation on one runway about completed and are hauling in pit run material for base. We have approximately 30 men on this job and at this writing I am securing men for the night shift, which starts Sept. 4th.

Truckee River Lines

The Isbell Construction Company has just completed two 24-inch pipe line crossings on the Truckee River for the Sierra Pacific Power Company. They also have 10,000 feet of 24-inch pipe line to lay in the city of Reno for the same company. They also have a subcontract for the grading of alleys, curbs and gutters of Reno. Their job at Kimberly, Nevada, is progressing along very satisfactorily. They are now working under the terms of our Agreement after Government cancellation of Executive Order No. 9240, August 21st. Brother Walter A. Todd is the new Steward.

At this writing I have received no copy of the firms of Reno on "We Do Not Patronize" list as I mentioned in my last news letter.

I hope to have this for our next issue.

Wise and Close, contractors, are just starting their 100 housing unit in the city of Reno. Brother H. Kennedy is operating a cat for this company.

Brother Howard B. Luzier is now operating a shovel at the Getchel Mine, stripping ore.

Brother W. E. Brewster is operating a shovel for the Nevada Lime Company north of Pyramid Lake.

Wm. Donovan of Silver City, Nevada, expects to have his mine and mill in operation in the very near future. They are now repairing their mill. He has a large gold and silver deposit. Brother Walter Pedlar and Floyd Benson are operating draglines for Wm. Donovan in the vicinity of Yerington, Nevada.

There are several mines and mills contemplating on starting up in Nevada in the very near future.

Dredging work slowing down after the war

By T. D. BRYSON

Business Representative

Now that the war is over we are experiencing a decided slowing down in Dredge work. The following dredges are tied up at present: Duwamish, San Pedro, Pearl Harbor, Richmond, Pronto, Papoose, Trojan and Golden Gate. The men on these dredges are still working with few exceptions, most of them being kept on to do repair work, and a few have been placed on other dredges they have been short handed, to complete the crews where they have been short handed.

Too Early to Predict

It is too early to predict when dredge work will pick up; as in most cases new contracts will have to be let, and the sudden ending of the war in the Pacific left the contractors unprepared to make an immediate start on peacetime work. Everyone seems to realize the importance of getting the jobs going, and we are hoping that it won't be long before all are busy again. We can still use any experienced Mates and Deckhands who are looking for work.

The Case American Dredge, Olympia, is still on the Alameda Naval Air Base job, and is expected to be there for some time.

The Olympian Dredging Company's dredge, Palmer, is still working at Sacramento, and the Monarch is at Bethlehem Shipyard in San Francisco on a short job.

The Case Construction Company's dredge, Alamitos, is still at Rough and Ready Island, and will probably be busy for some time.

The Roberts Island is still busy on the Grantline Canal, and most of the small clamshells are busy.

Any experienced dredgemen who are looking for work should register either in the San Francisco or Oakland offices. After registration, I will contact the dredgemen and I believe that I will be able to place them on one of the dredges that are still working.

What's doing in the Oakland office

By Al Clem, Joe Riley and Joe Walther, Business Representatives

Peace Brings Many Changes on Projects

Since the cessation of hostilities there has been considerable change in the work lineup in Alameda and Contra Costa counties, that portion of your Union which is served by the Oakland Office. New ship construction is practically at a standstill. However, work in the repair yards is holding up fairly well at the present time.

Two of the major jobs at Port Chicago were thrown into a tailspin on the signing of the peace treaty. About all that is being done out there is the finishing of roads and leveling off of the rough spots. Due to these changes the number on the work list have grown considerably. However, the one bright spot at the present time is the fact that there is considerable sub-division work opening up. We hope this will carry us over until some of the State, City and County work has been let.

Equipment Dealer Lines Up With Local 3

The Peterson Tractor and Equipment Company, one of the largest dealers engaged in the sales and service of equipment in Northern California has signed a closed shop agreement with Local No. 3.

General Manager Howard Peterson has been very co-operative and we look forward to very pleasant relations with this organization in the future.

We have been successful in negotiating a contract with the C. Dudley De Vilbiss Company, in which they agree to pay the wage

rates as set forth in the master agreement of the Associated General Contractors. These wage rates, of course, to be subject to approval by the War Labor Board. All our dealings with this organization have been very satisfactory, due no doubt, to the excellent quality of the personnel.

Contractors' Chief Proves Optimistic

If Charles L. Harney, President of the Northern California Chapter of the Associated General Contractors is as successful at predicting the future as he is at contracting we might expect big things in the construction industry in the very near future.

Speaking at a luncheon of the contractors in San Francisco the latter part of August, Harney stated that relaxation of government controls over materials should start things going within the next 30 days, and that in his opinion there will be no immediate mass unemployment in this area.

Roads, sewers, housing, improvements by private industrial concerns delayed because of the war, and rehabilitation of deteriorated buildings will do much to keep the contractors busy. During the 3 years before the war northern California contractors employed about 100,000 men and Harney estimates they will need 150,000 to carry out post-war projects.

At the same time a post-war highway building program costing \$115,000,000 to include 18 previously budgeted projects halted because of the war, has been announced by Charles H. Purcell, director of the

State Department of Public Works.

The program depends upon lifting of wartime restrictions, distribution of Federal aid funds by Congress and the availability of manpower and material.

Four projects amounting to 10.2 miles have been announced for Alameda County, and 3 amounting to 7.2 miles are scheduled for Contra Costa.

Message to Members

Now that the war has been brought to a successful conclusion we think it is fitting to direct a message to our members who have been away from home in the service of their country.

No doubt you have heard a lot of "boosh-wah" over the radio and have read articles in the reactionary press playing up strikes and work stoppages on the home front. Doubtless you have wondered just what the people were thinking of and just what was happening to our country while you were away. Therefore, we think it is no more than fair that we try to give you a picture of the activities as we see them. **The thing that should be uppermost in our minds is the fact that a large majority of the armed forces were made up of husbands, sons and fathers of people in the working class. It is inconceivable that at any time has anyone wanted to lessen the chance of their loved ones coming home or be responsible for them having to stay one hour longer than was absolutely necessary.**

In this connection there are some things that should be brought

to your attention. The first is Labor's "No Strike Pledge," which has been scrupulously observed by the Officers of our Local Union and particularly by the Officers of the International Union. This in the face of the fact that they were all primarily interested in maintaining a decent standard of living for those at home and at the same time be in a position to offer some measure of security to you fellows when you got back. It was this thought that motivated their actions and not a selfish desire to secure additional concessions for the membership.

The members for their part did all in their power to keep things rolling at home and on the whole accepted inconveniences in good spirit and didn't pay too much attention to the howls against labor that were voiced daily in the papers, nor the fact that they received very little credit for their efforts.

One of the first things that they gave up was the practice of receiving double time for overtime. Not much of a concession, many of you feel, who gave up good jobs to get \$50.00 a month in the army, but the point we wish to bring out is that this was voluntary on the part of the men and was done without fanfare—and while most of you are familiar with this practice we feel pretty sure you didn't hear about it through the reactionary press.

Another thing that the working people were confronted with was a reduction in their earnings in the form of the 20 percent withholding tax. Not a catastrophe in any sense of the word, but just one

more burden that the fellows took in stride. This, coupled with the rise in the cost of living and the fact that all wages were frozen at the level of January 1, 1941, left quite a burden on the people, and one thing it should have accomplished was to explode once and for all the myth that the average job holder was coining money and fast becoming a plutocrat.

We want you fellows to know that this is not being brought to you in the form of a "squawk." We realize that we can't compensate for the pain and hardship many of you have undergone, but we can assure you that your fellow workers on the production front did all in their power to help you. Labor, too, had a job to do and achieved results of which we can all be proud. We are firmly convinced that the average Union Man in the service will appreciate hearing something good about the working man for a change. Something that won't make him feel that he was being stabbed in the back by a bunch of "money grabbers" while he was away helping win the war.

Steel Co. Prospects

The California Steel Products will be little affected by the end of the war, according to C. R. Garner, General Manager, who stated recently, that only a very few of the plant's employees will be out of work until next April.

The Government has cancelled contracts for four barges with the company, but Garner's optimism is caused by the fact that an Army contract for water heaters, to be used in hospitals and Army camps, which has been cancelled was reinstated.

Getting around the jobs

At the present time there are still six members employed on the Braun job at Avon, engaged in repair and maintenance work.

The Charles Harney Company has 15 members on the paving job at the Naval Supply Base and there is approximately two months work left.

The Lee Immel Company expects that their hot plant will be kept busy for some time. At the present they have orders for 600 tons of hot stuff to lay in and around Berkeley on various street repair jobs.

Fredrickson and Watson have about 2 months work left on their Access road on Bay Farm Island. There are three members working out there now.

Sinnock and Pomeroy of Stock-

ton have a job at the Western Pacific Mole repairing ferry slips. Brother Dave McGinnis is operating the piledriver and Brother "Red" Le Sueur is on the crane. There is approximately 4 months work left on this job.

Western Freight Handlers have curtailed their activities at the Intransit Depot in Alameda. At the present time they are down to six crews plus the heavy duty repairmen.

McDonald and Kahn, who still have 5 operators, 3 oilers, and 1 mechanic working on the Post-office job at the Army Port, were successful bidders on the housing job at the same location and expect to begin work on this project soon.

Brothers James Stovall and Manual Cabral are still working

for the Austin Company doing maintenance and repair work at the Dow Chemical Plant in Pittsburgh.

Brother John Paul is engineer on the J. Henry Harris job at Antioch.

The Haas Construction Company is coming right along with their pipeline job at Concord.

The Fulton Shipyard at Pittsburgh, which is engaged in building small wooden barges, is converting to handle repair work on wooden tugs.

The Sheldon Oil Company is doing repair work on their hot plant at Rio Vista in preparation for the several highway jobs that are scheduled for the area in the near future. Brother Cal Burnett is plant foreman.

King Loam Company has a cat loader working at Sacramento Street and Dwight Way in Berkeley where the new Safeway Drive-In is to be located.

The City of Berkeley has received the "go ahead" on the completion of the gym at Berkeley High School. Contracts for this job are to be let in the near future.

The Hayward Building Material Company have 4 members working at their hot plant in Rio Vista.

Fredrickson and Watson have approximately 30 Engineers working on the Concord job but most of the heavy work will be completed within the next week and it is expected that the next two months will see the job completed.

Lord and Bishop and the J. H. Pomeroy Company have approxi-

mately 12 members employed on the bridge job at Rio Vista.

Piazza and Huntley are just about through with their job at the Oakland Airport.

Fredrickson Brothers report that they are putting the finishing touches on their job at Concord.

Mr. Mayfield of the East Bay Ship Repair Company has informed us that they are working on an expansion program at this time. Now that the War Manpower control on workers has been relaxed they assure us that there will be a few jobs for the Operating Engineers.

Brother Norman Brown, who is contracting in the Rio Vista district, now has 8 members in his employ. We wish him every success in his undertaking.

News about the brothers:

Within the last month several of our members have revealed plans for entering various types of business.

Two of these men, Brothers Henry Smith and John J. O'Brien, are leaving the State. Smith, former master mechanic for Stolte, is going to New Mexico where he expects to establish himself as soon as he finds a likely location, while O'Brien has left for Seaside, Oregon, where he has purchased the Aquarium.

Brother Harold L. Klussman, although not leaving the State, will be getting plenty of good country air down in the Santa Cruz Mountains while running his saw mill.

The marble and granite business now occupies all the time of Brother Charles Dinneen who has just taken out a withdrawal card. A former crane operator in Richmond Yard No. 1, he will be lo-

cated at 40th and Grove Streets, Oakland.

Chowchilla, California, will be home to Brother Jefferson Lee Jackson, who is now proprietor of "Bill's and Jack's Place" on Highway 99. Might drop in and say "Howdy" if you happen to be down that way.

Brother Sam Hickman, former whirley operator in Yard No. 3, Richmond, is opening a jewelry store at 1587 Solano Avenue, Berkeley.

Brother Lewis C. Graham who took out his service withdrawal card late in July is now stationed at Camp Beale, California.

We regret to report that Brother C. T. Thompson was killed the first part of August while working on the Conn Valley Dam. He leaves a wife, Estella May, to

whom we extend our deep sympathies.

By the way, that Golden Eagle Station at 1800 San Pablo Avenue, Richmond, is being operated by Brother E. Moore, former Prefab foreman.

Brother Morris W. Foss is acting steward at the Peterson Tractor and Equipment Company.

Up and around again following an emergency operation on July 22nd, Brother R. C. Van Houten reports that he is ready to get back to work. He had been operating Cat for Fredrickson and Watson at Concord, but thinks he will take something a little bit easier for awhile.

Brother Frank Camarota, who sustained a broken ankle and wrist

in an accident at work, has been in Peralta Hospital for some time, but expects to be up and about again soon with the aid of a "walking cast."

Our boys in service

Former Yardmaster in Richmond Yard No. 2, Brother Norman Beaty is back in this country after serving for one year in France with the Army Engineers.

Brother Ed Pittard, who has just returned after 23 months in the Pacific, recently visited the office. A member of the 92nd Naval Construction Battalion, Pittard is one of a group of Local No. 3 men who have received the Presidential Unit Citation for their activities with the 4th Marine Division during the seizure of Saipan and

Brother Dan Santa Maria has returned from the southern part of the state and is now working for the Sheldon Oil Company on the Rio Vista job.

Tinian in 1944. The other members to receive the citation, M. V. Pierce, C. F. Lewis, V. C. Guptill and R. Carter are still overseas.

After 7 months of foreign service, Brother Merle Barton, is now on 30 days temporary duty in the Bay Area. A member of the 10th Mountain Division attached to the 5th Army, he has been serving in the Quartermaster Corps.

The 10th Mountain, the only division of ski troopers in the army, saw plenty of action in the Ap- (Continued on Page 6)

No Let-Up in Projects in Sacramento Region, Says Lawrence; May Cut Hours

By FRANK A. LAWRENCE
Business Representative

Sacramento—Work is still in full swing, with new contracts being let and various jobs starting up throughout the entire district.

McDonald & Kahn, A. Teichert & Gist are still going on the Sacramento Signal Depot project, using about the same number of operators. However, there is some talk of the hours on this job being reduced to eight.

The McGillivray Construction Company, J. R. Reeves, and A. Teichert & Company hot plants, are all running at the present time.

The Asphalt Materials Company are enlarging their plant, expecting additional business in the very near future.

The G. I. Dumond Company job with the Ordnance Department, has been cancelled. Also the K and D Company Contract with the Ordnance Department was cancelled. The cancellation of these projects did not release many of our operators.

Kohler Job Goes On

Beylea Trucking Company are still going at Camp Kohler, and Brother Don Johnson is still the steward out there. The West Sacramento yard is about ready to shut down. The closing of this yard will release about six of our members.

Leo Lentz still keeps his equipment busy around Sacramento, using several of our members.

The N. M. Ball job at Woodland is just about completed at this writing.

M. A. Jenkins has finished the job at Knights Landing and is now working on the Eye street bridge job at Sacramento.

The Central Construction Company has taken the contract to finish the Woodland hospital and also a small bridge job in Yolo.

Levee Jobs Awarded

Morrison-Knudsen Company has been awarded two levee jobs—one at Colusa and the other just out of Marysville. The Colusa job will employ quite a few members of Local 3. Brother Darkenwald is the superintendent on the job.

The Morrison-Knudsen Company crushing plant out of Marysville is also going now, with Brother Norman Kelley in charge.

The Hayward Building Material Company are well under way on their state highway job at Cisco Grove. We have about fifteen members on this job at the present time, with Brother G. C. Goldie doing a good job as steward.

The H. Earl Parker Company has a job going at Knights Landing, with their shop still keeping busy. Also have jeeps on the Conn Valley Dam job and several on

Our boys in service

(Continued from Page 5)

penines and Po Valley engagements. An interesting sidelight on the outfit is the methods used to transport equipment through snow covered mountains. Everything was specially constructed so it could be knocked down and packed on mules. Due to this means of transportation they were able to negotiate many seemingly inaccessible heights.

Barton, who says he learned the Italian language in 6 months "as a matter of self defense," holds a unit citation and ribbon for the European theater with bronze stars for the Appenines and Po Valley engagements. After his 30-day temporary duty he is to report to Camp Beale for reassignment.

Having served with the Army Transport Command as Junior 3rd Officer, Brother Tom Powell recently deposited his Service Withdrawal card. A former crane operator in Richmond Yard No. 2, Powell was in the service for nearly three years.

Brother Clarence J. Smith, who was attached to the 69th Field Hospital Unit, has received a medical discharge and is working out of this local again. He participated in the Asiatic Pacific and the Philippine Liberation Campaigns and holds the Presidential Citation as well as the Purple Heart. A former bridge crane operator in Richmond, Brother Smith plans on making his home in this area.

Received word not long ago that Brother Herschell Collett, who is stationed in Belgium, was able to spend five days with his brother, Gene, who came over from Germany for the occasion.

Engineer opens welding shop

Mr. Don Pogue, a member of Local 3, opened a welding shop at Arnold's Truck, San Bruno Avenue, right off Alemany and Bay Shore. He has all kinds of portable equipment and is ready to do most all kinds of welding.

report conditions, and obtain general information. We are requesting that you take advantage of this opportunity and the office is kept open on these nights for convenience of our members.

The Fairfield office will continue to remain open until 9:00 p.m. on WEDNESDAY EVENINGS, with Brother Chet Elliott as the business representative on the job.

F. A. LAWRENCE.

Del Norte County quiets down; Humboldt Bay jobs to help; get coal survey

By OTTO E. NEVER
Business Representative

Eureka—Our territory in Del Norte County is quiet for the time being. Although there is a lot of work contemplated on the harbor at Crescent City, nothing definite is apparent at this time.

There is talk of Weyerhouser putting in a mill at Big Lagoon, but so far it is only talk. It is quite definite, however, that Lundblade will put in a mill at Big Lagoon or Orick and that Hammond will put in a mill at Big Lagoon and ship from Trinidad.

Baker Bros. are finishing up the present contract at the Ah Pah Creek access road but may get five miles more to do. There is every indication that we will have plenty of highway construction in this territory in the spring or as soon as money can be made available and the weather permits. Mercer Fraser are rushing the job at Patrick's Point in order to beat the weather. Brother Edgar Allen Poe, who lives up that way and operates an Auto Court, tells me that fortune has smiled back at him for once and he has no vacancy. Brother Poe has been working under civil service at the Arcata Air Base for nearly a year.

Finish Bridge Job

The bridge job at Little River is finished now except for detail pick up work. The sewer job at Arcata was bid in by Tom Hull and is going along nicely. Tom Hull's job at Blue Lake driving piles for the wing dams should be through in about 30 days.

The Bishop job on the Essex cut-off is finished and Mercer Fraser are laying the base rock. Brother Tom Coy has the Essex hot plant going and Miles Bros. have moved their rock plant from there to Singly Bar, near Fernbridge.

C. B. & I. Co. have eight derrick barges to complete and the yard should wind up by January 1st. Eureka Shipbuilders are doing a good job of piledriving putting up wharves and docks for two fish plants.

Pile-Driving Starts

Mercer Fraser have started driving piles for P. L. Co. at their dock in Fields Landing. This job should last several weeks.

The wing dams at Shively should be starting by late September. There will be 422 piles to drive and some rip rap to haul.

Burman and Sons have about 1.2 miles of road to build as well as a bridge and approach 13 miles north of Fort Bragg.

Expect Work on Bay

We expect considerable work to be done on Humboldt Bay in the near future. It will take consider-

able dredging of the bar and channel and also a great deal of dredging in the bay itself.

Another brother decided to return to Eureka and go into business. Brother Russ Dudley and his inseparable pal and wife, Mabel, have taken over the Shell station at 7th and F Streets next to the Eureka Inn. Brother Dudley packs a paid-up card, so drop in and see him.

Brother Rocci Venti was a recent visitor here. He stopped off here on his way to San Francisco.

Get Coal Survey

Your representative appeared before the Board of Supervisors on August 21st and received \$500 for a coal and asbestos survey for Humboldt County. Capt. John Hubbard of Paradise will make the survey. We feel that there are plenty of these minerals in the county and they can be mined with shovel and dozers, and can be opened up at small expense. So why shouldn't we start preparing for lack of jobs now? We will have more on mining in the next issue. Mendocino County has discovered they have 80 million tons of coal that can be surface-mined with dragline and skimmer.

We had an excellent meeting here on August 25th with 150 members in attendance. A fine crab feed was enjoyed by all after the meeting.

Job cancellations

(Continued from Page 3)

ther Peall (locomotive crane operator for the P.C.A. at Lapis) received serious back and head injuries in an automobile accident a couple of weeks ago but is slowly recovering.

Notice—Members in San Jose District

Due to the recent layoffs at the Permanente Plant we find it to be impractical to keep open the Curve Inn Office (near Permanente). Therefore, on and after September 7, 1945, this office will be closed.

News from the San Francisco office

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

San Francisco—With the cessation of war, construction work has been of a rather undeterminable nature for the past two weeks. Some of the large jobs looked for the moment as if they were about to close down, but fortunately enough none of them did. The large construction projects are continuing at Hunters Point although the Navy has placed all of their civilian service employees upon a 40 hour week which, of course, has caused a large amount of the terminations to take place since availability slips are no longer necessary.

At Hunters Point:

Gerwick Morrison & Twaits are still going strong on their job,

keeping several piledrivers, cranes and dredges busy, one and two shifts.

Eaton & Smith are doing nicely on their excavation job, running two shifts and keeping several rigs busy.

American Bridge Company is still bringing in steel in preparation for its crane erection job which will start—well, we just don't know when. They also have the erection job on the boiler shop.

Barrett & Hilp were low bidders on the new boiler and plate shop and have already started work on the project.

Raymond Concrete Pile Company has one rig driving piles for a new addition also.

Other Jobs:

Healy-Tibbets are still busy on their sewer outfall job at the foot

of Lincoln Way with two rigs still working.

Eaton & Smith are about finished with their track removal and street paving job on outer Market Street.

J. Gratton has two drill rigs working on drain shafts back of Laguna Honda Home on Seventh Avenue.

Moore & Roberts have several small housing projects in progress in the vicinity of Hunters Point—also near S. F. Junior College off Ocean Avenue.

Pacific Bridge Company is about completed on its job at Bethlehem Shipyard with only a few more weeks remaining of the job.

Healy-Tibbets are still working on their pier job at Bethlehem Shipyard.

J. Proctor Company is still busy along the waterfront repairing

docks, with two rigs being kept busy.

W. Cathay also has a pier repair job for the State Harbor Commission.

Ship repair work along the waterfront has slowed down considerably since the Bay Cities Metal Trades Council notified the companies that beginning with Sept. 1, 1945, all overtime including Saturdays, Sundays and holidays would be double time. In some instances night shifts have been dropped off. But for the most part there still is a large number of ships to be repaired and reconverted. So the future of ship repair work still looks very promising.

The stevedoring companies along the waterfront are still very busy keeping a large amount of our brothers busy with a considerable amount of overtime yet involved.

News About the Brothers'

Brother Chas. Dees was a recent visitor to the office after having served 30 months overseas with the U. S. Army. It certainly is good to see some of the old-timers beginning to show up after having faithfully served Uncle Sam for so long a time.

Brother Cliff Hunter has gone to Stockton area to take charge of a winery. Better make the wine good, Cliff, as we may want some.

Brother Wadman, who has been confined to the hospital with the loss of an arm, is now discharged and is convalescing at home.

Brother Nels Strandberg was inducted into the Navy and is now stationed in San Diego.

Brother Fred Bursch, an old-time member who had worked for Chas. Harney for years, passed away in his sleep on Sept. 1, 1945.

Round-up of the news from Utah

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

From Salt Lake:

The war being over now opens up a new period and brings forth many problems confronting the general public as well as the Operating Engineers. A large majority of the work we have been doing in the last four years has been furthering the war effort, our agreements were all more or less drawn for that purpose and now during the period of reconversion and going back to normalcy, we are confronted with many problems. These problems undoubtedly will become greater for a period of time and we are unable to answer many of the questions now being asked by our members.

We have had many communications from Washington and the machinery is now in operation to set up a program by which we hope to operate without causing any great concernment among our members. We will undoubtedly be back on the 40-hour week. Our present hourly rate will not be affected but the over-all or take-home pay will be greatly reduced and the cost of living remains at the present high level, we must insist upon an increase in the hourly rate to bring the take-home pay up to where it was on the 48-hour week.

Lay-Offs Reported

Curtailements of Government war contracts has caused some lay off in government installations and at the Geneva Steel Plant, while others such as the Utah Copper Company, the smelters and the mines are still extremely short handed. We in the construction industry in Utah are having difficulty to keep our employers supplied with competent workmen.

We have some contractors in this state, especially in the building line who are trying to jump the fence and run their jobs on a non-union basis. We have had a picket line on Lewis J. Bowers housing project for the last two weeks and the Building Trades Council in Salt Lake City intends to place all of the contractors who get out of line on the unfair list and fight it out to a finish. We do not intend to allow a few building contractors to disrupt the orderly procedure we have been working under for the past four years.

State Federation

The Utah State Federation of Labor held their annual conference from August 20 to August 23rd. A great many resolutions were introduced and passed which were beneficial to the Operating Engineers as well as the labor movement in general. Our good friend, Fullmer Latter was re-elected as President, Brother Joe Wilson retained his office as Secretary as well as Brother John McKean, Dick Roberts and Ray Burkhardt were elected as Vice-Presidents from Salt Lake City. These brothers have all done a splendid job the last year and we know from previous experience that they will carry on through the ensuing term.

On August 25th, Brother Charles Holts, president of the Utah Metal Trades Council and C. R. Van Winkle and myself, were invited to attend the picnic of the Keigley Quarry Workers at Payson, Utah. As everyone remembers, Keigley Quarry is part of Geneva Steel operations. This little local, 42 members strong, was organized under the banner of the Utah Metal Trades Council and given a federal charter. They operate their own union, elect their own officers to full autonomy. The Metal Trades Council has been able to assist

them in the matter of agreements and grievances whenever necessary. For a local that has only been organized for a period of one year, they deserve a great deal of praise, for they are organized 100 per cent and they have had few disagreements and very few grievances. Their first annual picnic was very successful and they are to be complimented for their splendid showing over the year.

A Word of Warning

I wish to issue just a word of warning to our brothers: Now that our War Manpower controls are off, that it is necessary for all members of Local No. 3 to be sure and secure a clearance from the business representative in his district before accepting employment. This has been one of the rules of Local No. 3 for a great many years and it is through this medium that we will be able to maintain the benefits which we have all worked for so hard.

Also remember that the second Saturday in each month is our regular meeting night in Salt Lake City. Try and attend these meetings.

Everyone in the state is working, most of the jobs are out of town and there is still some shortage of men.

During the next month there will be some slight changes in the administrative policy of the local as far as Utah and Wyoming are concerned. Our jobs being scattered far and wide necessitates the business agents traveling more and more and perhaps you will not be able to reach the business agent in your district when you wish; however, the offices in Salt Lake City, Ogden, and Provo will be maintained and we request any brother seeking work or having difficulty to call his nearest office and he will receive prompt attention. If you are not successful in finding the business representative you wish, do not hesitate to take up your difficulty with the one that is available and have him help you with your problem. You can always reach me through the Salt Lake office.

—C. L. CASEBOLT.

With what work we have here we are still short of men and are having a hard time to keep the jobs filled.

Gibbons & Reed Company keep getting small jobs and using the same amount of men. There has been a lot of men laid off but so far it has not hurt the engineers.

L. A. Young has about finished his Salt Lake job and is moving over to Wendover where he has another job to do.

Whiting, Haymond and Mendenhall is still on the Tooele job.

W. W. Clyde has moved his equipment down to Schofield where he has a large dam job under construction.

We still have a lot of housing work going on and a large job just starting.

Big Stripping Job

We have quite a number of men working for the Utah Construction Company, they are doing a large stripping job for the Utah Copper Company, they are also doing a lot of railroad work for which we furnish most of the help.

Morrison Knudson Construction Company is also absorbing quite a few of our men as they have a lot of railroad work.

—T. L. CLARK.

From Ogden:

News letter time again and I had hoped I could write a more cheerful letter for this issue.

The type of construction work which uses our men is about all finished.

Utah Construction Company has a small job at the A.S.F. Depot and half of that has been cancelled since V-J Day. They also have a small drainage job for the Utah Idaho Electric Railroad Company.

Wheelwright Construction Company has several small water lines to construct and will have some land to level after the crops are off. Reynolds Ely will finish the Snow Basin job in two weeks. The Victor Newman Underpass job is making good progress and should finish by December 1st.

The two Morrison Knudsen railroad jobs will finish in October. Gibbons and Reed, W. W. Clyde, L. T. Johnson and many others are doing a lot of traveling around looking for work.

Olof Nelson has a few small jobs in Logan, Lewiston, Utah and Preston, Idaho.

—SCOTT LEDINGHAM.

From Provo:

V-J Day brought to us many problems, problems probably more serious than some other States due to the economic underdevelopment of Utah. Our greatest problem is undoubtedly the question of the future operation of the Geneva Steel Plant. Without attempting to enter the field of prophecy, a field in which I am admittedly incompetent, I believe I can report to our membership, from the facts that are before me, that the outlook for the future operation of this plant is brighter now than it has been for some time.

I have felt this question was of such importance to our membership that I have spent some time investigating the situation. While some of our members may never consider working in a steel plant I believe all understand the growth and development that will come if the plant operates. It is so important that there are today strong forces, both in and out of the government, who are determined that the plant shall not operate because of the future implications to their districts if there is a shift of industry and population.

U. S. Steel Offer?

Present indications are that U. S. Steel will make an offer for the plant as the legal difficulties have been eliminated and they are definitely interested in the western market. If there are any other steel companies interested they haven't indicated that interest in a concrete manner by making an offer to the government. Present contracts for steel at the plant indicates that it will be necessary for the plant to close pending the necessary reconversion work. How soon such work can be started depends on how fast the plant is disposed of and how long it will take to get out the necessary designs, etc. From good sources I have been informed that the reconversion job will total about \$37,000,000 to \$38,000,000 and take from 12 to 18 months.

From similar sources I have received the information that if the present deal goes through the plant will be operated on a capacity or a near capacity basis as other obsolete plants will be dismantled. The question of equitable railroad rates has also been satisfactorily solved, I have been told. At present about all that we can do is carefully watch the situation and be prepared to take care of any developments.

Construction Work

There has been little change in

the construction picture since my last report. One or two small jobs have been completed, resulting in a lay-off of members or a shift to other jobs. The number of unemployed members remains very small. At this writing the Carl B. Warren pipe plant at Pleasant Grove is still in operation, having received additional pipe to make. The next schedule of four and one-half miles of high pressure pipe for the Salt Lake aqueduct has undergone a change in plans and will be built up of plates, instead of sheets, and will be let out on a lump sum contract, bids for which will be called for in the near future.

There has been some changes at Scofield Dam due to the W. W. Clyde Co. finishing other work and bringing in the members from these jobs. L. T. Johnson should be going on his road job at Moorland for the Grazing Service before this article is in print. The little difficulty we had with the A. O. Thorn Co. is rapidly being cleared up satisfactory to all parties. The latest word from Cedar City is that the end of the war has not affected the work at the iron mines, as yet. What the future holds is anyone's guess.

Post-War Work

The outlook for work for operating engineers in this section in the immediate post-war period is very good. Congressman Robinson (Chairman of the House of Representatives Committee on Roads) informs me Congress will undoubtedly authorize the tremendous Federal road program as soon as it reconvenes. The Governor has assured me that the State is ready to go as soon as Congress gives the word.

Regional Director Larson of the Bureau of Reclamation informs me that his department has 24 projects for Utah to present to Congress as soon as it reconvenes. One of these, the Echo Dam, will cost approximately \$77,000,000. There is also considerable work remaining to be done on the Salt Lake aqueduct, work that will undoubtedly be approved immediately, now that the war is over. And also there is the reconversion program at Geneva, mentioned above.

For the so-called Wasatch Front, the State of Utah and the counties, cities, school districts, etc., there is a \$114,000,000 program of roads, bridges, streets, sewers, schools and other similar projects. Most of these projects will provide considerable work for engineers. In addition, there is considerable private work planned.

Unemployment Insurance

As many members may find themselves this winter, for a short period of time, unemployed, I am mailing to each member a leaflet explaining the unemployment insurance benefits of this State. Please read it carefully and if you are unemployed comply with the necessary requirements. These benefits are yours as a right, and if you are eligible you should collect them. If there is anything that is not clear or if you have any trouble contact your union office; we are prepared to help you. If you are a veteran and wish advice as to your rights under the G. I. Bill we are also prepared to help you. Make use of this service, it is part of the service for which you pay dues.

Post-War Wages

Your union's officers, as you may have noted, are aware where considerable post-war work is planned and ready to go. One thing, however, acts as a brake to our enthusiasm in demanding the immediate starting of these projects and that

is the confusion that exists as to post-war wage policies. We know that there will be a definite inclination to cut hours per week to 40 hours, in fact, it is noticeable now, and under the circumstances one of two things must occur; a substantial reduction in the cost of living or a corresponding increase in hourly wages.

At the present time we are watching the situation closely intending, as soon as the situation clarifies, to press for immediate meetings with the contractors for consideration of the wage question. Pending such adjustments we are reluctant to see projects started under our present scale fearing that an adjustment upward may place us in a position of having to finish any started projects at the old, and lower, wage scales.

State Federation of Labor

I had the honor and the privilege of representing the local union at the recent convention of the Utah State Federation of Labor which convened August 20, and ran for three days. It was in many respects the most serious and businesslike convention of the State Federation that I have attended. At that convention several resolutions having a direct bearing on our affairs were presented by your delegates to the convention and adopted. One of the most important of these outlines minimum sanitary and other conditions for construction camps and will be presented to the Utah State Board of Health, and the Board urged to adopt them. If the Board of Health does adopt them many of the unsatisfactory conditions in construction camps will be eliminated.

Attend the Meetings

Developments in the post-war picture are liable to happen rapidly and you owe it to yourself to keep informed. One of the best places to keep up-to-date is at your union meetings. Attend every meeting you possibly can. There will also be many matters arising that your advice and council will be needed in deciding the best course to follow. Don't allow any matter to be decided without being present to give your views. What you have to offer may mean the difference between future success and failure. You will be notified of each meeting.

C. R. VAN WINKLE.

This is Meant For YOU Only!

What have I done during the past six months that has been of any benefit to my Union?

What would become of the Union if every member had done exactly as I had done?

How many times have I been absent when I could have been present if I had made an effort to do so?

Have I told any of my friends of the aims and objects of the Union with a view of getting their application?

If I have been negligent, is it because I am at fault or because the rest of the members don't do their duty?

Am I going to continue in the same old way, or am I going to start something?

Am I in partnership with the rest of the members in running the business of the Union?

Is it right for someone else to do all the work and for me to expect an equal share of the benefits?

Green's Labor Day speech challenge to industry

(Continued from Page 1)
 (At this point Mr. Green described in detail the AFL's "must" legislative program, including the Kilgore unemployment compensation bill, the Full Employment Bill, the Post-war Housing Bill, legislation to lift minimum wage standards and the Wagner-Murray-Dingell Social Security Amendments. He then continued:)

WILL CONGRESS BALK?
 It is only to be expected that Congress may balk at some of the measures in this program. We still have too many elected representatives in our law-making body who believe this is the best of all possible worlds and nothing should be done to change it. They profess to be concerned about the preservation of the free enterprise system but don't wish to lift a finger to save it. The American Federation of Labor is wedded to the free enterprise system too, for labor as well as for industry, but we regard it as a dynamic way of life, not as a static road block in the path of human progress. The American Federation of Labor's legislative program would not endanger free enterprise but would protect it from its own shortcomings.

We hope that private industry will face the facts as realistically as labor does. We hope that American businessmen will measure up to their own responsibility for preserving the free enterprise system by being truly enterprising, by looking forward instead of backward. A return to the "good old days" will not satisfy the American people. **WE WANT BETTER DAYS.** America has the resources, the know-how and the productive capacity to raise living standards progressively higher. Production problems have been solved. What we must do next is to master the problem of distribution. Labor

points the way. By sustaining full employment at high wages, private industry can put enough purchasing power into the hands of the American people to buy the necessities and comforts of life which they need and which industry can produce. That is the only sure way private industry can save itself and the free enterprise system.

CAN'T LOSE THE PEACE
 After winning a terrible war to safeguard the American way of life from external enemies, we do not believe the American people are in any mood to lose it by default to such internal enemies as hunger, unemployment and insecurity, which always provide fertile soil for revolution.

We suggest that Congress take notice of what is happening in the wake of war in Europe and in Asia. Perhaps these developments will awaken the stand-patters to a realization that the American government must be a government with a conscience and with a responsibility for the well being of its citizens. Also, we hope that the prospect of going before the American people next year for re-election will spur Congress into favorable action now on the program advanced by the American Federation of Labor.

PEACE OR DESTRUCTION?
 Now that the war has ended, the American Federation of Labor is determined that atomic bombs must never be used again for the wholesale slaughter of human beings. The impact of those bombs was heard around the world and struck terror into the hearts of human beings everywhere. All thinking people now realize that mankind faces the alternative of total peace or total destruction. If ever a dictator should rise to power again and threaten to engulf the world anew in aggression and war, it is unthinkable that his people

Belgian Congo Supplies Big Proportion of Uranium Ore

Uranium ore is needed to make the atomic bomb, but it is not true that most of it comes from Canada, as some newspaper writers have said. Ninety per cent of that precious ore comes from Central Africa—mostly from the Belgian Congo, with the largest deposits being at Chinkilobwe in the rich mining area of Katanga. Before the war this ore was shipped to Belgium for radium extraction, but when Belgium was invaded it was routed to North America, principally to Canada, where it has been treated. In 1940 some 1071 tons of the ore, valued at \$2 million, were exported to the United States. The export figures for later years are not available.

It is said that California sheep eat plenty of oranges, while the hogs in Florida have grapefruit for breakfast.

would not strike him down rather than face certain annihilation.

Let it be our supreme purpose, then, to cement the bonds of the United Nations Organization and to carry out to the fullest extent the peaceful procedure for settlement of international disputes contained in the San Francisco Charter.

And let us make the most of peace by cultivating its rich opportunities and enjoying its fruits. We have the resources and the skill and the facilities with which to build a standard of living in our land far surpassing any that ever existed on earth.

Government jobs petering out in Stockton

(Continued from Page 4)
 awarded the bronze star medal for "heroic achievement against the enemy on Iwo Jima from March 12 to March 24," according to a citation received by his parents. When an infantry assault on enemy positions was stopped by heavy cross-fire, Brother Foursha cut tank roads with an armored bulldozer "with complete disregard for his own life," according to the citation.

Brother Foursha, some will remember, worked on the levees around Marysville and was employed by the Post Engineers Depot at Lathrop prior to his entry into the Marine Corps. Foursha took out a service withdrawal card on March 3, 1944.

O. K. Flood Survey Fund

Realization of the Army Corps of Engineers' comprehensive program of flood control and water resource development in California incorporated in the Crittenden bill moved nearer with announcement that \$1,070,000 had been allotted to the Engineers' Sacramento district office to prepare plans and specifications for its projects.

The announcement came more than two months after President Truman asked the budget bureau to release money which had previously been appropriated by Congress in the 1944 flood control bill which outlined 17 major projects that later were given State sanction in the Crittenden bill.

Projects to be designed by the engineers and now awaiting only Federal and State appropriations to be launched as post-war projects include:

Iron Canyon Reservoir on the Sacramento River; Folsom Reservoir on the American River; the Calaveras-Littlejohn stream group including a low-level dam for flood control purposes only; the new

Melones Reservoir on the Stanislaus River.

The Stockton office has moved downstairs to room number 3, and office is open every Friday evening until 6:30, last Friday of month until 8 p.m.

One He Didn't Want

Out in a Western town a number of lions had broken out of a circus and were headed for the open prairie. A posse was organized to hunt them down, and the leader suggested that before the chase began it might be well for the men to stop in a saloon and have a drink. This suited all the members except the town ne'er-do-well, Jason.

"Whiskey for all!" the leader yelled, when the men had lined up before the bar.

"Not for me," objected Jason. "Just gimme a jigger of ginger ale."

"You'll take whiskey!" shouted the leader. "It'll give you courage."

"Heck!" rejoined Jason. "That's jest whatt I'm afeerd of."

Ever Try This?

"How many turkeys have you?" a woman asked the butcher.

"Eight, madame."

"Well, I keep boarders," she said.

"Please pick out the four toughest birds you have."

The butcher tested all eight and finally put four aside.

"These," he told the woman, "are the toughest."

Whereupon she pointed to the other four and announced:

"I'll take those."

THOUGHT OF EVERYTHING

A county bumpkin watched his cousin breathing his last, and suddenly darted from the room. He came back carrying a heavy dining-room chair.

"What's that for?" asked the doctor.

"That," said the bumpkin, "is for Rigor Mortis to set in."

Daily report of awards for construction jobs

August 9, 1945
 RODEO, Calif., contract awarded to Pacific Pipeline Const. Co., \$2861 for installing water mains in Rodeo, Calif.
 SAN FRANCISCO, Calif., contract awarded to J. D. Proctor, \$50,880 for repairs to car ferry slip at Pier 43, S. F.
 SAN FRANCISCO, Calif., contract awarded to McGillivray, \$71,406 for const. 2.806 miles access road to U. S. Army Signal Corps Depot, Sacramento.
 OAKLAND, Cal., contract awarded to C. F. Parker, \$73,640 for construction tent housing Oakland Army Base, Oakland.
 ALAMEDA, Calif., contract awarded to Leo Epp, \$84,377, for construction of 36 temporary family units at Alameda.
 SAN FRANCISCO, Calif., contract awarded to J. D. Proctor, \$13,680 for construction liberty party landing facilities Pier 14, S. F.
 SHOEMAKER, Calif., contract awarded to M. J. King, \$169,616 for construction additional water storage tanks at Shoemaker, Calif.
August 10, 1945
 OAKLAND, Cal., contract awarded to J. Henry Harris, \$36,440 for grading and surfacing Area "A" Tent Housing Oakland Army Base, Oakland.
 SAN FRANCISCO, Calif., contract awarded to Charles L. Harney, \$2905 for paving work on por-

tions of 45th Ave., between Ortega and Pacheco Streets, S. F.
 SACRAMENTO, Calif., contract awarded to V. R. Dennis Const. Co., \$2653 for surfacing at various points in Sacramento.
August 11, 1945
 EUREKA, Cal., contract awarded to Kjer Bros., \$6240 for approximately 5700 cy. earth fill at the Cochrane Ranch on Road No. 512, near Arcata, Calif.
 SACRAMENTO, Calif., contract awarded to J. R. Reeves, \$1590 for improvement of "K" Street from 53rd to 54th, Sacramento.
 OAKLAND, Cal., contract awarded to Haas Const. Co., \$218,467 for construction of tent housing, Oakland Army Base, California.
August 14 1945
 RICHMOND, Calif., contract awarded to W. H. Larson, \$5583 for paving on 33rd Street, between Macdonald and Chancellor Aves., Richmond.
 RICHMOND, Calif., contract awarded to R. A. Farish, \$4662 for grading and leveling playgrounds at the Harry Ellis Junior High School, Richmond, Calif.
 RICHMOND, Calif., contract awarded to LeBoeuf-Dougherty for dredging in Santa Fe Channel, Richmond Yard IV.
 OAKLAND, Cal., contract awarded to R. Good & Son, \$59,685 and to Pacific Bridge Co., \$49,964 for inst. of pipe in Oakland and Alameda.

SACRAMENTO, Calif., contract awarded to McGillivray Const. Co., \$18,236 for asphalt paving in Tahoe Terrace Improvement, Sacramento.
August 22, 1945
 REDWOOD CITY, Calif., contract awarded to Union Paving Company, \$67,527 for grading, paving, curbs, gutters, on Middlefield Road, Redwood City.
 SAN FRANCISCO, Calif., contract awarded to M. B. McGowan, \$61,678 for construction outer wharf for fleet landing at Ferry Building.
 SACRAMENTO, Calif., contract awarded to John Burman, \$66,699 for 0.19 mile grade surfacing and construction of concrete bridge at Blue Slide Gulch, Mendocino County, California.
 STOCKTON, Calif., contract awarded to James H. McFarland, \$2413 for repairs to bridge across Tuolumne River about 10 miles west of Groveland in Tuolumne County, California.
 OAKLAND, Cal., contract awarded to Rademan & Guisto, \$25,986 for addition to buildings at Oakland Army Base.
 ATHERTON, Calif., contract awarded to C. Dudley DeVelbiss, \$56,480 for construction of sanitary sewers at Atherton, Calif.
August 23, 1945
 OAKLAND, Cal., contract awarded to Underground Const. Company, \$26,594 for installing cast

iron water mains in various streets in Orinda and Lafayette.
 CLEARFIELD, Utah, contract awarded to A. H. Palmer & Sons, \$55,359 for installing a sprinkler system for fire station, Clearfield, Utah.
August 24, 1945
 FAIRFIELD, Calif., contract awarded to C. M. Allen, \$4445 for reconstruction of bridge over Encinosa Creek, on Road No. 67 in Solano County, Calif.
 ALBANY, Calif., contract awarded to Ransome Co., \$23,821 for laying 24' wide concrete strip in Buchanan Street, from San Pablo to State Highway.
 SACRAMENTO, Calif., contract awarded to Morrison-Knudsen, \$198,451 for levee enlargement of West Levee, Sacramento River.
 SACRAMENTO, Calif., contract awarded to Harms Bros., \$17,704 for 2.8 mi. repair with plantmix surface between Williams and 2.8 miles east in Colusa County.
August 27, 1945
 HUNTERS POINT, Calif., contract awarded to Barrett & Hilp, \$490,630 for piling and foundation for shipfitters and boilermakers building, Hunters Point.
August 28 1945
 RICHMOND, Calif., contract awarded to Lee J. Immel, \$49,081 for surfacing of Gerrard Blvd. between Cutting Blvd. and Barrett Ave., Richmond.

SACRAMENTO, Calif., contract awarded to Morrison-Knudsen, \$84,250 for construction of dike on the Yuba River.
 BERKELEY, Calif., contract awarded to Dinwiddie Const. Co., \$50,000 for construction of dormitory at the head of Dwight Way, Berkeley.
August 29, 1945
 SACRAMENTO, Calif., contract awarded to John Burman & Sons, \$66,699 for 0.19 mile grade surfacing at Blue Slide Gulch in Mendocino County, Calif.
 MARYSVILLE, Calif., contract awarded to Lester L. Rice, \$12,175 for 2.4 miles repair in Yuba County, Calif.
August 29, 1945
 ALBANY, Calif., contract awarded to Ransome Company, \$23,821 for laying 24' concrete strip in Buchanan Street, from San Pablo to State Highway.
 HUNTERS POINT, Calif., contract awarded to Guy F. Atkinson Company, \$168,800 for site clearance and pile driving for ordnance shop, Hunters Point.
August 31, 1945
 OAKLAND, Cal., contract awarded to MacDonald & Kahn, \$287,550 for construction of barracks at Oakland Army Base, Oakland.
 SACRAMENTO, Calif., contract awarded to Geo. Pollock, \$1182 for removal of "Robert B." sunk in the Empire Cut, Stockton.