



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. THREE, No. 23

SAN FRANCISCO, CALIF.

JANUARY 18, 1946

New initiative measure threat to state labor

Operating engineers have machinery set up to hear complaints of affiliates

By VICTOR S. SWANSON

In this News issue we are publishing a complete directory of all Business Representatives, the offices out of which they work and also telephone numbers where they may be contacted at any time. You will note some changes in Business Representatives.

Brother H. L. Spence is now located at Reno, Nevada. Brother John DeLagrange is retiring as a Business Representative and is entering the construction game. He will no longer be working for the Engineers but will have engineers working for him! We wish him lots of luck. He has done a good job in Nevada.

Peterson Returns

Brother H. T. Peterson, who served as a Major in the U. S. Engineers, has just returned. As you know, before he entered the service he was a representative from the Fresno district and is now back at his old job. That is the reason Brother Spence is moved to Reno. Spence has done a very good job at Fresno and was well liked by all members in that territory, and I am sure Brother Peterson will also do a good job and everybody will be satisfied, since the change was in the interests of fair play.

Elliott in San Mateo

You will also note that Brother Chet Elliott is now representing the San Mateo County district. President Pat Clancy is devoting his time to the San Francisco district with Brother Vandewark where there is much work to be done.

Territorial Coverage

It might be well to set forth in this issue a policy which has long been in effect in Local 3 and which has worked out very well to the satisfaction of all of those who have practiced it. As you all know, our jurisdiction covers a very large territory. Our members are scattered widely and some seldom have the opportunity of even attending the regular monthly meeting. We have tried to hold as many special meetings in outlying districts as possible but time does not permit us to hold as many as we should like. It is true that in some districts, get-together meetings are called by the Business Representatives and such meetings accomplish much good and do bring about better understanding and should be encouraged, I believe.

Grievance Board

I would like to say to any Brother who feels he has any worthwhile grievance to first of all contact the representative in his locality and talk the matter over with him. Experience has told us that about 95 per cent of all grievances can be adjusted satisfactorily to all concerned in this manner since after all, the representative

is much concerned and wants to help. Most grievances are just minor misunderstandings and if the matter is thrashed out while everything is fresh in the minds of all concerned, it is generally quite easy to straighten out.

Concerning Grievances

However, should this fail to adjust the matter satisfactorily, our policy provides other methods. Local 3 has a Grievance Board which is composed of all the Executive Officers and all the Business Representatives in the Bay area who meet every Wednesday night at 7:30 p.m. and remain in session until all cases are heard. The Board meets at San Francisco headquarters, 1161 Market Street.

Meetings Held Monthly

Should you fail to get satisfaction, your next move should be to attend the regular monthly meeting which is held at 200 Guerrero Street, San Francisco at 8 p.m. the first Saturday of each month. You are always welcome to present your grievances and to make any constructive suggestion you may desire and the members can best decide your case. However, you are requested to follow the course outlined in this article, if possible, to avoid taking up too much time at the regular meetings where much important business must be handled.

May I also say that should any member desire to contact me by letter, telephone, or personally regarding grievances or any other matter pertaining to the union, I shall be glad to meet with the parties involved and attempt to iron the matter out. You may contact me at San Francisco headquarters, 1161 Market Street, phone HE-1568.

Policy Works Well

This policy has worked very successfully during the past and if all will take advantage of it, a great deal of good could be obtained from it. This letter is, of course, addressed to those who are desirous of fair play and harmony. Should there be anyone who is not so desirous, this will not accomplish anything, naturally. However, should any Brother believe he has a better solution for these problems that arise from time to time, he is invited and welcome to present same to the local Executive Board and to any one of our regular meetings. We might suggest that it be presented in writing so that it could be better understood.

Hundreds in "Benefit march" on state capital

A large delegation from each and every union of the Bay Cities Metal Trades Council is foreseen for the "benefits march" on Sacramento to be held this week.

Bay Area workers will drive to the capital, meet at the Sacramento Labor Temple, Eighth and Eye Streets, and march on the capital several hundred strong, in a demonstration protesting failure of the Employment Stabilization Commission to grant benefits to 40,000 men and women locked out of their jobs by San Francisco shipyard employers.

An audience with the governor and the commission will be requested.

A strong delegation from Operating Engineers Local 3 is expected.

SF garbage piles up; strike ends quickly

The situation began to smell in San Francisco's garbage disposal last week, both in the matter of wage-payment and due to an accumulation of the stuff.

It started Monday when members of Operating Engineers Local 3, employed at garbage disposal near Visitacion in San Mateo county walked off the job because they had not been paid double time, due them for work done Saturday and Sunday during the holiday period.

It wasn't long, however, before the wires to Washington started burning, and the Wage Adjustment Board said quickly that it approved the double time, whereupon Easley & Brassy said they had already approved it. So, it was paid and the men went back to work. Though, of course it took strike action to do the job.

The men were represented by President Pat Clancy.

The double time for all overtime matter will be made definite in a new working agreement to be put into effect for San Mateo county.

New Gate Bridge Approach Assured

Signing of a \$5,000,000 contract for construction of a new Sausalito approach or "lateral" is good news for various unions that will be employed on the project.

The new project will be a low-level approach along the bay shore which will offer an alternate route to the steep Waldo grade. Heavy rains two weeks ago caused a major landslide north of the tunnel and blocked the highway, causing diversion of traffic through Sausalito.

Brother H. O. Foss, a business rep. of Operating Engineers Local 3, reports that two LeTourneaux pulls and two bulldozers helped remove several thousand tons of rock and dirt covering the highway.

Measure plans to stymie labor political program

(Release from Office of California State Federation of Labor)

San Francisco, Calif.

Funds are being raised by Joseph E. Matthews, Secretary-Treasurer of the Committee for Political Freedom, Inc., for the purpose of hiring professional help to obtain signatures to an initiative petition which has been titled "Political Campaign Contribution," and which prohibits the levying of assessments for political purposes by any organized group or enterprise.

A flat fee of \$50,000 has been set for circulating the petition and obtaining the necessary number of signatures to qualify it for the ballot, and it is estimated that an additional \$25,000 will be required for publicity and attendant expenses.

NOT FROM DE MILLE

This Committee for Political Freedom, Inc., is not to be confused with the DeMille Political Freedom Foundation, which at this time does not seem to be associated with Matthews' group in any way. The De Mille organization is confining its activities to propaganda and lobbying, and shows no inclination to bring its measure to a vote by the people.

The new Political Campaign Contribution petition prohibits any organization from levying involuntary assessments on its members for the purpose of raising political campaign funds, and from fining, discharging, suspending, or otherwise penalizing its members for refusing to contribute to a political campaign fund. For each violation, it provides a \$5,000 fine, payable by the organization or its officers, employees, or members, including the stockholders of a corporation. The term organization includes corporations, fraternal organizations, firms, associations, partnerships, employers' groups, and labor unions. Violation of the act is declared to be a felony.

Bethlehem Picket Line

Support of all affected labor in recognizing the status of the Bethlehem - Alameda shipyards was urged by Bay Cities Metal Trades Council at its meeting Monday night. Local unions have full authority on their own to inform their members of the status of the yard, it was pointed out.

Every effort is being made by labor to eliminate violence in any form on the picket line. The Council urged its affiliated unions to have authorized representatives at the scene as observers, so that it may be generally known who is going through the picket line.

Hearing on Bethlehem's request for picketing injunction was postponed this week to next Monday.

There was vigorous discussion on recent action of U. S. Maritime officials.

Strike still on at gravel pits; report progress on Friant Canal

By H. L. SPENCE

Business Representative Fresno—The strike at the two gravel plants, Stewart & Nuss and Grant Pacific Rock Co., has not been settled as yet and the brothers still say they want more money, so it looks like they are going to stay out until they come to their terms. The teamsters also are hanging on for more money, so it may be a long drawn out deal. One can never tell about these strikes.

The Peter Kiewit Company job on the Friant Kern County canal is going along fine. The steward, Brother Tony Perry, really keeps things in line up there. The brothers are very pleased with their Steward on that job. They all tell me he is okeh.

Merced "Duck Pond"

The N. M. Ball & Son job at the Merced Air Base is almost turned into a duck pond with the exception of the blinds for hunters to use. No work much up there and that slowed up Frank Mark's rock plant and hot plant out at the river.

Macco Construction Co. moved out from Florence Lake down to Three Rivers. They are doing some repair work for the Southern California Edison Co. Some of the same crew went with Fred Hudkins, the superintendent, to the new job.

Callahan Construction Co. are moving out from Huntington Lake. They are moving their cats to Corona, Calif.

The Industrial Engineering Co. have moved their Somatic plant from Hub, Calif., to Mendota, Calif.

(Continued on Page 4)

Important Notice to All Returning Servicemen!

Your Service Withdrawal card should be deposited in Local 3 NOT LATER THAN NINETY DAYS after you are mustered out. This Service Withdrawal card costs you nothing and it won't cost you anything to deposit it. If it is not deposited in ninety days, it will be suspended!

Business Representatives of Engineers, Local 3

(Listed below are your Business Representatives, the Districts they represent, and where to contact them:)

SAN FRANCISCO

1161 Market Street Phone: HEmlock 1568
 Pat Clancy Home Phone: JUniper 4-5535
 P. E. Vandewark ELkridge 3010
 T. D. Bryson ANdover 9891
 T. M. Bynon, Dispatcher GRaystone 4484
 Charles Dees, Jr., Dispatcher KLondike 2-0704

SAN MATEO

1161 Market Street Phone: HEmlock 1568
 Chet Elliott Home Phone: Burlingame 3-3127

OAKLAND

2221 Webster Street Phone: TWinoaks 2120
 Al Clem Home Phone: HUmboldt 9555
 Joe Riley EVergreen 8102
 J. A. Walther ASberry 10063

STOCKTON

805 East Weber Avenue Phone: Stockton 2-6847
 Ed Doran Home Phone: Stockton 2-7797

SAN RAFAEL

918 C Street Phone: San Rafael 4616
 H. O. Foss Home Phone: San Rafael 4368

FRESNO

1035 Broadway Phone: Fresno 3-1237
 H. T. Peterson Home Phone: Fresno 2-5070

SALT LAKE CITY, UTAH

151 South Second East Street Phone: Salt Lake 3-3706
 C. L. Casebolt
 T. L. Clark

PROVO, UTAH

45 N. University Avenue Phone: Provo 630
 C. R. Van Winkle Home Phone: Provo 716-W

SAN JOSE OFFICE

40 North Morrison Street Phone: Columbia 6748
 M. G. Murphy Home Phone: Columbia 6169

REDDING

1347 Tehama Street Phone: Redding 159
 E. A. Hester Redding 995

SACRAMENTO

Labor Temple, 8th and Eye Sts. Phone: Sacramento 3-7304
 F. A. Lawrence Home Phone: Sacramento 2-7322

OGDEN, UTAH

312 Kiesel Building Phone: Ogden 2-6396
 C. L. Casebolt

RENO, NEVADA

17 West Fourth Street Reno 2-2673
 H. L. Spence

MARYSVILLE

321 E Street Marysville 1860
 Wm. C. Waack

EUREKA

840 E Street Eureka 452
 Otto Never Eureka 1246J

Provisions of Wagner Act

Employers are required, under the Wagner act, to bargain with unions representing a majority of their employes in the "appropriate unit." That, both the NLRB and the courts say, means bargaining in good faith. An employer is not required to yield to the union's demands, but he can't legally say that he "won't discuss the matter." If the union represents a majority in the unit, it is entitled to recognition for everyone in the unit. The law backs up the union on this. Even though the union still hasn't got a contract, the company has no right to go over the union's head and try to deal directly with the employes. It can't say, for instance, that it won't recognize the union in the handling of grievances. That's an unfair labor practice and illegal.

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Living costs rise stealthily robbing worker's billfold

San Francisco, Calif.
 The B. L. S. announcement of a 2% increase in the so-called cost of living index for San Francisco between November, 1944 and November, 1945 is equivalent to the wiping out of over one week's pay for the average worker in the Bay area. The same announcement contains a reported increase of 3% in Los Angeles area, which would amount to eliminating one and a half weeks' pay from the average wage of the workers in that area.

This dramatizes the reduction in wages which is seldom recognized either by the employers or by many of the government agencies. It should also convey clearly and forcibly how wages are actually being reduced in this manner, in spite of the pay envelopes remaining the same.

COMPARATIVE WAGES

To illustrate the full significance of this, let us assume that a worker in Los Angeles has been receiving \$40 a week and has received an increase in wages of 10 per cent, which would amount to \$200 for a fifty-week year. The loss of one and a half weeks' wages due to the 3 per cent increase in the cost of living would amount to \$60. Thus, the actual increase in wages for the entire year would be only \$140, or 7 per cent instead of 10 per cent. This would also be true to a slighter degree of the employes in the San Francisco Bay area.

LOSSES IMPORTANT

It is important to keep these facts in mind when propaganda reports discuss wage increases, since the increase in the cost of living is not given any consideration and so obscures the actual increase that is finally received by the workers. This is a good example of how workers' wages can be reduced without any reduction in actual wages, but through an increase in the cost of living. And when this loss of one and one-half weeks' wages is multiplied by the estimated number of workers in California, it may be seen at a glance that millions of dollars are taken from the pay envelopes in this indirect manner. Requested wage increases are scarcely sufficient compensation, therefore, for the decrease in the workers' income as a result of the increased living costs.

The official B.L.S. index does not begin to reflect the inflationary factors which have been discussed in previous issues of the News Letter. If the worker does not receive any wage increase by the end of the year and if the cost of living continues to go up—and all indications point in this direction—he will actually have suffered a decrease in wages.

I Love You, My Hyena!

This touching story is going the rounds about a wisp of a man who bought a ferocious tiger at an auction, outbidding several prominent circus people. "What are you planning to do with that man-eating beast?" he was asked by a wild animal trainer. "Going into competition with us?"

"Oh, no," replied the little man, "not at all. It's only that my poor wife died last week and I'm lonely."

Pome of Pashun

Jack and Jill, dressed fit to kill,
 Went driving on a bender.
 And fit to kill, drove off a hill.
 For salvage, there's one fender.

A naturalist concludes that a bat is equipped with a natural radar, which keeps it from knocking into painful obstructions. This could explain the middle of the road congressman.

Lest we forget!

(EDITOR'S NOTE: One of the members of Local 3 has written in to express his disgust with critical and fault-finding remarks made by another member about the union and some of its actions. He suggested that in the next issue we reprint the obligation required for membership in the International Union of Operating Engineers and which every member swears to when he is admitted. This obligation follows.)

I do solemnly promise that I will, in accordance with the Constitution and General Laws and the Laws and Rules for Government of Local Unions of the International Union of Operating Engineers, remain a member until expelled or until I have been granted a withdrawal card in accordance with the provisions of said Constitution and Laws and Rules governing the same; that I will not violate any of the provisions of said Constitution, Laws, Rules, Rituals or of the Customs, or Mandates of this Local Union. That I will not enter either verbally or in writing into any individual contract or agreement of employment which contains any provisions looking to the withdrawal of my membership from this Local Union or of any other Local Union of said International Union of which I may hereafter become a member. I further promise, in the event of a claimed grievance by me against this Local Union or any other Local Union of which I may become a member, or against said International Union, that I will faithfully observe the procedure of, and fully accept the findings of, the Trial Boards and Appellate Tribunals set up within the Local Unions and said International Union. I further promise that I will not become a party to any suit at law or in equity against this Local Union or any other Local Union of which I may become a member or against said International Union, until I have exhausted all remedies allowed to me by said Constitution, Laws and Rules, before the tribunals of my Local Union and of said International Union, regardless of my opinion as to the fairness of justice which may be accorded to me by any or all such tribunals. I further promise to conform to and abide by said Constitution, Laws and Rules, and also all Regulations, Decisions and Orders provided for in said Constitution, General Laws and Rules; and as given by the officers in authority. I further promise that I will do all in my power to advance the interests of this Local Union and of said International Union, and any and all of its duly affiliated and good standing Local Unions of which I may hereafter become a member. I further promise that I will never wrong a brother engineer who is a member of any Local Union, in good standing, of said International Union, or see him wronged if it is in my power to prevent it. I further promise that I will never divulge any of the secrets of this Local Union, or of any other Local Union of which I may become a member, to any person or persons who are not known to me to be members in good standing; and I further promise that I will at all times give union labor preference in filling any position of which I may have control, and to do all in my power to help a brother engineer who is a member of this Local Union or of any other Local Union of said International Union to procure employment; and that I will abide by any schedule of hours and wages and any and all working rules adopted by this Local Union or any other Local Union of which I may become a member or under whose jurisdiction I may work; to all of which I pledge my sacred honor as a man and engineer.

Report of last meeting

The meeting was called to order by President Clancy at 8:00 p. m. There was a fairly good attendance, with approximately 170 members present.

Brother Major H. T. Petersen was in attendance at the meeting and was escorted to a seat on the rostrum.

The minutes of the last meeting were accepted as read, as were the minutes of the Executive Board meetings of December 22 and January 5.

Communication from the General President pertaining to jurisdictional disputes between unions in the Building and Construction Department, which was filed for information.

Geo. R. Reilly, member of the State Board of Equalization, sent greetings to the officers and members.

Letter of thanks from the Solano County Tuberculosis Association for purchase of health bond.

Christmas greetings from Father Flanagan's Boys Home.

Letter of thanks from Mrs. Anne H. Battin, and cards of thanks from Mrs. Josephine Luke, Mrs. Frank Sportsman and children, and A. L. Sportsman and family.

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

The business agents from the different districts gave reports on conditions in their territories which were well received by the members.

The following brothers were reported deceased: Thomas Ager, Vernon Blunt, Frank Sportsman, Jesse J. Thompson, Daniel C. Groves, J. B. Taylor.

The following brothers were reported ill: Richard Arthur, Jack Nielsen, Mike Parrott, M. F. Gerhard, F. A. Lawrence, Richard Simon and Axel Strandberg.

Brother Major H. T. Petersen made a few remarks which were well received by the membership.

Brothers Toby Davis and Joe Morgenthau, ex-prisoners of war in Japan, gave a short talk on their confinement after being captured on the island of Guam.

There was considerable discussion in regard to time and one-half being paid for overtime under the A. G. C. agreement, no action being taken.

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

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

Sacramento Valley gets a deluge; highway jobs will give employment to many

Business Representatives

By F. A. LAWRENCE and BILL WAACK

Sacramento—Continuous wet weather has brought work for our craft to a temporary standstill and our out of work list is increasing rapidly, with about 150 members registered at this writing. Prospects for a decrease in unemployment are out of the question until weather conditions are improved, at which time several proposed jobs will start in this area.

Having been on the sick list has put me somewhat out of contact with what bit of work is going on, however, with the able assistance of Brothers Waack and Never, things are running along quite smoothly.

Belyea Trucking Company at Camp Kohler have three crews left, and there is a possibility work there will continue for a couple of more months.

M. A. Jenkins has a bridge job at Verona. We expect to have this job completely straightened out and all back time collected by the time this issue comes out.

Gets Freeway Job

Guy F. Atkinson Company has been awarded the North Sacramento Freeway job. Preliminary work has started, and we expect to have a more constructive report on this particular job at our next writing.

Fredrickson Brothers were low bidders on two State Highway jobs located between Vacaville and Dixon, Solano County.

The first is a \$527,735 job between Ullitas Creek and Midway, out of Vacaville. Work on this project is due to start in the very near future.

The second job has not yet been awarded, however, Fredrickson Brothers bid was \$1,035,000, which was low bid. We will have further to report on this project by the time our next issue comes out. The job is located between Midway and 1.3 miles north of Dixon.

Gold Dredge Meeting

Another meeting was held with the representatives of the Natomas Gold Dredging Company on which we are able to report progress. We hope to have the agreement completed in the very near future, and as soon as it is consummated a meeting will be called and the contents of the agreement explained to the membership.

Bids are being received for a reinforced concrete undercrossing at Walsh Street, Placer County in Auburn.

J. H. McFarland, San Francisco, have a bridge job on the north fork of middle fork of American River, Placer County.

E. W. Elliott have been awarded a contract of \$221,032 for road construction at Project, California, El Dorado County.

H. F. Lauritzen, Pittsburg, were low bidders on a \$5,440 job in Sacramento County across the San Joaquin river, about five miles north of Antioch, which consists of repairing a bridge fender.

The Rock, Sand & Gravel Agreement for Northern California was signed December 20, 1945, and is retroactive from September 1, 1945. Any member not receiving his back pay, is requested to notify the Engineers' Office so that this matter may be satisfactorily adjusted.

Due to weather conditions the Bonadiman & McCain job at Washington, Calif., remains the same as at our last writing.

Boys Coming Back

We are happy to announce that H. T. "Pete" Peterson is back with us after 18 months with General McArthur's outfit from Australia to Manila.

Joining Pete in his return was another figure prominent in the northern end of the Valley, Major Gunnar Gramatky. He came back swinging, donned his civies and

took on a contract at Mojave, which will carry this crew through the winter. Herb Gramatky has been doing a good job keeping intact for Gunner. The yard and equipment is being moved from Marysville to a location in Sacramento from which the "Gunner Company" will operate hereafter.

Brother Ray Rice, the oldest son of Lester, is back from the European theater of war after a long absence—fifty-two missions in a B-29 should qualify this brother for recognition in our Hall of Fame.

Feather River Project

J. H. Pomeroy was low bidder on the Marysville-Yuba City bridge crossing the Feather river—for \$1,879,340. Lord & Bishop will do the pile driving and Earl Parker will handle the dirt, etc. In accordance with the specifications the job should be started at the time this is read, but judging from the amount of water in the river it will be quite some time before things reach real production. This project will require 350 working days for completion. The river is now running full, bank to bank, and at Knights Landing it reached the flood stage—then subsided.

M & K have shut down the river plant. The water is too high. Equipment has been moved out of the pit and with the exception of a few loading out men on this job, it is done for a few months.

Brother F. W. Butler of Arbuckle is again ready to climb on the deck of a cat after three years in the Sea Bees. He dropped by the Marysville office trying to locate some of the old gang.

Brother Dale Young wound up his Navy career at Yokohama. After 19 months in the black gang of seaplane tender on convoy duty, the upper valley looks good.

Our first meeting of Yuba Consolidated Gold Fields was held in Marysville. The attendance—17 at the morning meeting and 51 in the evening, was enthusiastic and gratifying. The "old timers" were well out in front and we expect to assist this outstanding dredge operation materially improve as time goes on.

Marvin Covill, superintendent for Lester Rice, announces that he is going to set up a ready-mix plant in Marysville. Equipment has been ordered and this assembly work is now under way.

P. G. & E. Workers

We are again requesting the co-operation of our members who go to work on the P. G. & E. power-line job from Davis to Willows as we are having a little trouble on this job. Therefore, it will facilitate matters considerably if any member going to work there will notify either the Sacramento or the Marysville office.

We are sorry to report that we have several members on the sick list at this time:

Brother G. Nelson, who was injured Friday, December 7th, has been confined to Mercy Hospital.

Brother Bob Sorensen was hurt in a motorcycle accident on December 16th and has been in the Sacramento Hospital.

Brother C. E. Byers has been confined to Sutter Hospital with an injured back since December 7, 1945.

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Dredger News

By T. D. BRYSON
Business Representative

San Francisco—There is nothing good to report from the Dredges at this time, unless it would be considered good news that we have received word from Washington that the new Dredge Agreement has been found and is now in the hands of the Wage and Hour Division of the Department of Labor, and they have promised a decision on it in a short time.

It seems that the Dredge Agreement or application for a change in rates, had been tucked away in a pigeon hole with a similar application of the M.E.B.A. and had been lost for the past six or eight months—at least that is the story we get.

New Jobs Delayed

There have not been any new dredging jobs let, and it is hard to predict when there will be. Several of the dredges have finished up and most of the crews have been laid off. It seems that this is becoming more and more the practice of the dredge owners—as soon as they finish a job they lay most of the crew off—so it appears that they are eliminating any argument which has prevailed in the past that dredgemen were steadily employed, and therefore were not entitled to the same rate of pay that prevails on land machines.

The American Dredging Co. has finished their job with the Pearl Harbor at the Benicia Arsenal and moved back to their Oakland Yard, and laid off the crew, except the supervisory personnel.

The San Francisco Bridge Co. finished their job with the Duwamish and moved in to their Richmond yard and I understand they are keeping most of the crew busy on repair work. The San Pedro is still pumping at Mare Island.

Case at Alameda

The Case American Construction Company's dredge Olympia is still pumping at the Alameda Naval Air Base. Superintendent McCoy has just returned from a trip to the Northwest and we are hoping that he will be able to iron out a few kinks that have developed since he has been away.

The Case Construction Company's dredge Alamitos is still pumping near Rio Vista. They expect to finish about February 1st.

The small clamshell dredges are all busy and seem to have plenty of work.

Strandberg Hurt

It is with regret that I report our Brother Axel Strandberg met with a serious automobile accident on December 12, 1945, and was forced to spend the holidays in the hospital. Brother Strandberg was struck by an automobile while waiting to board a street car at 41st and Grove Streets, Oakland. He sustained two broken legs, a broken arm, broken pelvis and internal injuries. At last reports, he was feeling fine and stated that he felt like getting up and going to work.

We are hoping that some of this reconversion work that we hear so much about will soon get started and that there will be some good dredging jobs included.

Trusting that all will have a Happy and Prosperous Year during 1946!

Slight Error

The twins had been brought to be christened.

"What names?" asked the clergyman.

"Steak and Kidney," the father answered.

"Bill, you fool," cried the mother, "it's Kate and Sidney."

Stockton jobs program in doldrums, but union sees promising future in area

By ED DORAN

Business Representative

Stockton—The work in the Stockton area is at a standstill and can't expect much activity until some time in February. However, the outlook seems to be bright for the near future.

Two of our members, namely, Les Nedrow and Curly Barnes have gotten in a few licks digging a basement under the old Windsor Hotel on Weber Avenue in Stockton. This dozer is a "dilly," a one cylinder Briggs & Stratton power plant.

After many weeks of delays we were successful in signing a new agreement with C. E. Kennedy, who has a freight handling job at the Lathrop Holding and Reconsignment Point.

This agreement has the following wage rates effective January 1, 1946:

Truck cranes	\$1.85
Crawler cranes	2.00
Oilers and Firemen	1.35
Tractor Operators	
(Crawler type)	1.70

Stockton Construction Company has been able to keep a few of our members busy this winter. Eddie Bonham and Brother Fields are working on small jobs around Stockton.

Crushed Rock Plant

Construction of a \$300,000 crushed rock and gravel plant by the Pacific Coast Aggregates, Inc., will start early this year south of Tracy. Lease has been taken on 500 acres of land which has been tested and found to contain raw materials to a depth of 60 feet. A well of 1800 gallons per minute capacity has been drilled and it will be sufficient to provide water needed for washing and other purposes.

Two products will be produced. Washed gravel and sand will be milled for concrete mixes, and crusher run rock will be turned out for road building. Combined capacity of the two operations will be 400 tons per hour.

More than 20 men will be employed steadily. Earl Williams, Tracy, will be superintendent.

Had a letter from Brother Tim Hinds and he has confirmed the rumor that he had taken himself a bride; he is honeymooning in Joplin, Missouri. He also said in his letter that he was hunting rabbits or possums and shot off two of his best fingers. Anyway, congratulations, Tim.

George French has his gang working around the yard and rock plant. Isn't doing much at present but is hoping his pencil will be sharp enough to knock off that 4 miles of highway east of Tracy.

Bids Announced

Bids to be opened on January 23, 1946, are the following: San Joaquin County, between Grant Line Road and Mosedale, about three and eight-tenths (3.8) miles in length to be graded and paved with Portland cement concrete.

STATE HIGHWAY

ENGINEER'S ESTIMATE

30 cubic yards removing concrete.

203 stations clearing and grubbing.

14,500 cubic yards roadway excavation.

1000 cubic yards ditch and channel excavation.

1100 cubic yards structure excavation.

54,700 cubic yards imported borrow, Type "A."

278,300 cubic yards imported borrow, Type "B."

10,000 square yards compacting original ground, developing water supply and furnishing watering equipment.

16,200 thousand gallons applying water.

203 stations finishing roadway.

30,500 tons untreated rock base. San Joaquin County, about six

miles east of Tracy, two bridges to be constructed, one a steel beam span bridge on concrete pile bents across Paradise Cut and the other a reinforced concrete slab bridge on concrete pile bents across Paradise Cut Overflow.

STATE HIGHWAY

ENGINEER'S ESTIMATE

750 cubic yards structure excavation.

1036 cubic yards Class "A" Portland cement concrete.

504,300 pounds furnishing structural steel.

504,300 pounds erecting structural steel.

1700 pounds cast steel.

7025 lineal feet furnishing concrete piles.

145 each, driving concrete piles.

155,000 pounds furnishing bar reinforcing steel.

155,000 pounds placing bar reinforcing steel.

Land Leveler Meeting

On the 6th of January the second meeting of the Land Levelers Association was held at the Clark Hotel in Stockton.

This meeting was called to form an association of landlevelers. It is reported that this group is making progress and have elected a chairman and secretary and it was also agreed by those present to go along with the union wage rates until they are in a position to negotiate an agreement with Local 3.

Brother Bill Butler, you will remember, worked for Poulos & McEwen at Oroville Airport and at the levee at Rio Oso. Bill has been in the Seabees since 1942 and saw service in the South Pacific area. He was with a maintenance unit building roads on the Admiralty Islands and also uncrating and shipping equipment to other Seabee units on other islands.

Sign Up Putnam

Have signed the Putnam Rock & Gravel Co. on agreement with the following wage rates:

Shovel Operators	\$1.75
Locomotive Crane	1.65
Plant Operator	1.65
Tractor Operator	1.70
Drag Scraper Operator	1.75
Oilers	1.25
H. D. Repairman	1.65
H. D. Repairman Helper	1.35

This company is located at Modesto, dealing only in rock, sand and gravel. We also have a vacation clause which will give us one week's vacation after 1200 hours work at straight time. This agreement is in effect from January 1, 1946.

Ed Thorpe Co. of Stockton has also been signed on the construction agreement; this agreement is the same as our A.G.C. agreement. Thorpe is an ex-member of the Operating Engineers Union, and has several of our members working in his shop.

PASADENA LAYS PLANS

Pasadena—Central Council has elected John Marshall of Milk Drivers Local 93 as executive secretary. Marshall plans to unify AFL unions in the Pasadena-San Gabriel area under the Council, which is one of seven AFL central councils in Los Angeles county.

Nothing worries some wives like the absence of worry in their husbands.

Big lateral projects, dam job boom employment for members in N. Bay region

By H. O. FOSS

Business Representative

San Rafael—It has been reported that the California State Highway has earmarked something in the neighborhood of five million dollars for the Sausalito Lateral. Plans are still in the making and we do not know when this will be submitted for bids. This will be the much needed approach to the Golden Gate Bridge. The town of Mill Valley has appropriated a half million dollars for a new storm and outfall sewer and will be ready for bids as soon as the plans can be drawn. The four lane highway going out of San Rafael, bids will be called for on the 9th. This will be a 13-mile project and this will involve a good many of the members.

The Rector Dam was let on the 11th of December, involving something over 1,500,000 dollars. This contract was let to N. M. Ball & Son and Earl Park, a joint venture. There is a short diversion tunnel to be installed on this project and should be under way in the near future. At the present writing, there has been no activity on getting under way on the dam proper but understand these contractors intentions to start will be as soon as weather will permit. We find the Con Valley Dam completed at this writing, finished at adverse weather conditions. T. M. Connolly is storing his equipment at Oakville, a few of the cats doing minor jobs up in the vicinity of St. Helena. We find our old friend Harold Smith of St. Helena with quite a little work but unable on account of the weather to do anything. This of course goes for the majority of our contractors.

Pile-Driving Headache

We find Healy & Harrelson busy with several pile-driving rigs at Mare Island trying to build berthing space for the returning submarines but this job appears to be a headache owing to the Navy changing plans about as fast as they get the piling stuck in the mud. There is a good street paving program coming up in the spring in the town of Vallejo and I imagine some of the contractors, Basalt, Sire and Lowell, will have their pencils pretty sharp for it. We find that Basalt Quarry at Napa working three shifts with their shovels at the present time getting out slurry base for the Fairfield Airport and other contracts. Their job at Marin County, at McNears Point is working one shift getting out material for the Alameda Naval Air Base.

We find Brother Nick De La Montanya busy in the north end of the Bay Area, busy on reclamations. Also the same goes for Brother Deck Huntington. In the Santa Rosa Area, we find Contractor Art Siri with seven cats and a couple of blades and his new shovel with more work lined out than they will be able to do this coming summer. Art is still in the market for some more cats. Recently opening a nice appearing quarry in the eastern city limits to Santa Rosa, which looks like a good setup. We find Contractor Onsröod completely rained out on his street contract in Santa Rosa but seems to have his screening plant fairly busy supplying local orders.

John Spaletta has started up his plant east of Santa Rosa ironing out the bugs and this looks like one of the best setups that I have seen in a long time. John is able to take river-run out of the creek and change over in thirty minutes and take basalt rock out of the hill. So how can he lose?

Brother De Veney has opened a shop in Capella doing heavy duty repair on all types of equipment employing several of our members and also has Cletrac and Oliver Agency. De Veney tells me he is

doing all right according to himself which I can believe.

There are a few bridges to be put in between here and Humboldt County on 101 but construction has not started as yet.

Guerin Brothers at Pt. Arena do not intend to do anything on their contract on the bridge and realignment until spring. It would appear that we are going to have a very prosperous year as Local 3 is concerned in this district.

Strike still on at gravel pits

(Continued from Page 1)

They have about a 30-day run there. I am told by the superintendent, Mr. Laine, that they are going to move to Los Banos for their next site.

Bechtel-McCone Job

Bechtel-McCone Company's job at Burrel on the plant or refinery is going along okeh. Brother W. W. Morse is the head steward on the job. Bechtel Bros. & McCone are starting on the pipe line job in a few days. They have a couple of the boys clearing right-of-way.

Hanrahan Co. from Redwood City is low bidder on the speedway from Calwa to G Street in Fresno but the contract has not been awarded yet.

J. E. Haddock Co. has quite a number of jobs around the Fresno area, also some land leveling near Poplar.

Coffendaffer has quite a land leveling spread now with Brother Al Wynn in charge of the outfit, which makes it a real good deal. All the brothers are doing okeh, they tell me.

Brother Hugh Matlock is in charge of the Kritzer Equipment Co.'s land leveling spread and he's doing a swell job. More power to you, Hugh!

I hear that Minnis & Moody Construction Co. are moving some of their rigs back down south.

Clyde Wood will finish up their land leveling for the winter soon. They are going to move the rigs back down south.

The Fresno office is open each Thursday evening from 7 to 9 p.m. The regular monthly meeting is Thursday, January 24, 1946.

Sees big future in Redding when weather clears

By E. A. HESTER

Business Representative

Redding.—The outlook of construction work after another six weeks or so has elapsed is very bright. The first fact to be faced squarely right now is the weather conditions. We have had almost continual rain for nearly two months and the weather probably will not improve much for another six weeks.

C. A. Dunn of Klamath Falls, Oregon, and Slate Construction Company of Portland, Oregon, have submitted the lowest bid on the Klamath Canal and Drainage project. The work is situated near Tule Lake. It consists of about 600,000 yards of earth moving along, with a number of structures.

Highway Bids Open

Bids on State Highway 99 in the vicinity of Red Bluff will be opened Jan. 16. The State's estimates on the two projects advertised run something over a million dollars. There is other good highway work coming up in the early spring.

A. A. Tieslaw & Son moved in on their culvert job at Seaman's Gulch near Ingot on Highway 299 this week. This contractor is working only a few pieces of small equipment right now, but expects to bring in more equipment as soon as weather permits.

Brother A. A. Thorne received his Army discharge on Christmas Day after spending some three years in Europe. Brothers L. R. Zehnle and Arnold Zehnle deposited their Service Withdrawals recently and are now working for the Basalt Rock Company near Napa. Other members depositing Service Withdrawals are Harvey E. Wiegand, Raymond A. Bernier and Ervin E. Martindale.

Bethlehem Plans Big LA Program

Bethlehem Steel company has begun a long-term expansion program at its Los Angeles plant, chief of which is a new open hearth and additional finishing facilities to cost about \$8,000,000.

The new hearth will be of 4000 ton capacity per month. It will make four such hearths at the plant. It will make 14-inch ingots weighing 3,400 pounds.

The new finishing mill will make a full range of wire rods, bars, and bright wire in 20-gauge and heavier. The new mill will roll from 0.207-inch up to 2½-inch round rods. The two bar and rod mill buildings will cover 119,000 square feet.

The bark of the average dog is worse than his bite; the bark is often kept up all night.

Hearing Labor's Side



Sec. of Labor Lewis B. Schwellenbach, in Detroit to address lawyers' meeting, takes time for an informal conference on pressing labor questions with union leaders. L to r: Pres. Frank X. Martel of Detroit and Wayne County Federation of Labor (AFL). Schwellenbach and August Scholle. (Federated Pictures)

Big ad agency advocates 50 per cent pay hike to ensure full employment

New York City

When a big advertising firm whose income is dependent on catering to the needs of big corporations (most of whom are anti-labor) comes out and advocates 50 per cent more wages for workers—that's something. And that is precisely the stand taken by J. Walter Thompson, head of the advertising company of that name, recently in a booklet entitled "A Primer for Postwar Prosperity."

Here are some highlights of the booklet:

We can have a \$200 billion national income and a 50 per cent increase in the standard of living. Thompson says:

"Doubling of national consumption of consumer goods and services is entirely possible in a post-war high level economy of a \$200 billion national product. Consumption can be increased if purchasing power is maintained through full employment at present levels of productivity."

WHAT WORKERS SPEND

The pamphlet presents a chart showing what workers on \$25 a week spend for consumptive goods and what workers at \$50 a week spend for goods. For instance, the food bill of a \$25-a-week family is \$399 a year, and for a \$50-a-week family it's \$695 a year—and other things accordingly.

The typical family, says Thompson, hasn't half the things it wants and needs. If we double the income we'll double the consumption. He asks: How many jobs could there be at the 200-billion-dollar production level? His answer is—57 million jobs; that is, 6 million more workers than we had during the war. He adds:

"We have seen that as family income doubles, consumption virtually doubles (a typical \$50-a-week family in peacetime spends 92 per cent more than a typical \$25-a-week family). Even for food, tobacco and beverages the \$50 family spends 74 per cent more than the \$25 family.

"This means that with DOUBLED postwar national production and DOUBLED income for the typical family, sales in the food-tobacco-beverages industry could increase 74 per cent. This would permit the industry's total labor bill to increase 74 per cent WITHOUT INCREASING THE RATIO OF LABOR COST TO SELLING PRICE. Instead of \$1,760,000,000 a year for wages and salaries, this industry could pay \$3,060,000,000."

"BIG SHOT" CONCERN
The Thompson Company is one of the biggest advertising agencies in the world, with offices in the United States, Canada, Mexico, South America and the British Empire. It is an authority on business and business conditions.

If this isn't a good argument for at least a 30 per cent increase in wages, then what is?

Perfect Partnership

Young man who gets paid on Monday and is broke by Wednesday would like to exchange small loans with someone who gets paid on Wednesday and is broke by Monday.

Splitting homes can destroy a nation more surely than splitting atoms.

(Continued on Page 5)

Ol' man weather holds down jobs in Nevada areas

By JOHN DeLAGRANGE
Business Representative

Reno—Since my last report we have had nothing but snow and rain, mostly snow in Northern Nevada and Northeastern California, closing down all jobs now in progress and the thermometer has dropped to 5 below zero. At this time we already have had three months of winter weather, and all the brothers, including myself, are looking for an early spring.

The only two jobs which are not affected by the winter weather are: Isbell Construction Company's mining and stripping job at Kimberly, Nevada, and Basic Refractories at Gabbs Valley. Our office has received some calls for heavy duty repairmen and operators for the Isbell job at Kimberly. If any of the brothers are interested in these jobs, please write to me—do not wire or phone. I will place your letter on file and will notify you as soon as I can place you, by wire. This job has been in operation for the past two and one-half years and has approximately three more years work. Federal Housing apartments are available and are within one-half mile from the job. Remember this is the Nevada scale and not the new California scale.

Low Highway Bid

The Utah Construction Company were the low bidder on a portion of Highway 395 from Doyle, California, to Birds Flat, at a bid of \$229,000. At this writing the contract has not yet been awarded, however, anticipate the awarding in the very near future.

I attended the opening of the bids of the Nevada State Highway Department at Carson City, today, January 4, on a portion of Highway 50, five miles west of Fallon, Nev. The Silver State Construction Company was low bidder, at a cost of \$189,734.39. Dodge Construction Company was second at \$190,037.37. This job will start in the very near future. The State Highway Department also plans advertising for bids for several jobs between now and the first of April.

Gold Mining Reopens

The Con-Collar, gold mining industry of Virginia City, plans on reopening with the next month or

Definition of a scab

At a conspiracy trial held in England, the prosecuting council gave the following definition of a SCAB.

"A scab is to his trade what a traitor is to his country, and while both may be useful in troublesome times, they are deserted by all when peace returns; so when help is needed the scab is the last to contribute assistance and the first to grasp the benefit he never labored to secure. He cares only for himself; he sees not beyond the extent of a day; for a momentary approbation he would betray his friends, family and country; in short he is a traitor in a small scale, who first sells the journeyman, and is himself afterward sold in turn by his employer, until, at last, he is despised by both and deserted by all. He is an enemy to himself, to the present age, and to all prosperity."

Old San Jose landmark is gone; rain holds up main jobs planned in vicinity

By M. G. MURPHY
Business Representative

San Jose.—The Old Knox Building which has stood at First and Santa Clara Street for a good many years is now practically demolished. It is being torn down to make way for the erection of the new VERY modern J. C. Penney Store. Pete Young & MacDonald & Nelson have the contract for the construction of the building and no doubt it will be a good union job.

Earl Heple moved a shovel in on the job to do some clean-up work but as for the excavation (there is to be a place for parking underneath the building) we do not know yet who will do this. . . . Leo Piazzo and Earl W. Heple have the contract for the construction of the new trailer camp which I understand consists of one hundred units and is located on Taylor Street. As far as I can gather, these trailers are to alleviate the housing shortage situation and are to be used exclusively for the housing of veterans and their families.

Finish Sewer Job

Peters and Schwartz have practically completed their sewer job on 101 Highway at First Street. . . . The heavy rains which we have had during the past month have delayed much of the work, particularly on the Bayshore Highway job about which so many of you have inquired. No doubt by now all of you know that N. M. Ball were the successful bidders. So far, they have no equipment on the job and I have heard that they will start operations about the middle of February. This information, however, is not definite. Earl W. Heple has not started operation on his bridges either. The bridges are part of the same project. Evidently they are waiting for permission from the weatherman.

At Moffett Field

Fredrickson & Watson, who have the runway, are practically at a standstill due to weather conditions. We have approximately twenty men employed with them; whereas, we should have about sixty. Many other small projects on the base are suffering the same delay.

Salinas Development

A nice highway job is to be let January 9th, near Salinas. The job is between Santa Rita and Crazy Horse Summit. Many of you boys in the southern district know this location quite well, so after you read this article you may contact this office to learn the name of the lucky bidder. . . . Carl N. Swensen is still waiting for the GO signal on the reconstruction of the Franciscan Hotel which was destroyed by fire last year. . . . Granite Construction Company is also expanding in this locality. They are at the present time building a Ready Mix Plant south of Salinas—near Spiegles Factory.

News From Monterey

Larsen & Larsen have a small job on Cannery Row. . . . F. C. Stolte also has a cannery job and at the present time is driving piling. . . . Granite Construction also has a small fill job on another cannery going in. This section of Monterey well deserves its name, "Cannery Row." . . . Another highway job is coming up shortly in this locality.

Santa Cruz Activity

We expect some activity very shortly in Santa Cruz on the wharves and piers, also another sewer job. To date, however, they have not been let. . . . The new highway from Rob Roy Junction to Santa Cruz is still on the "To Let" list.

Permanente Metals have practically completed their brick plant and they expect to have it in operation, soon. Understand some

wharves and piers are to be constructed in this locality, also. (Permanente Brothers, I have no news for you as yet in regards to the new agreement but I hope to have in the near future.)

Well, brothers, this is about all except, at the close of another year, to thank each and every one of you for your splendid help and co-operation during the past year and to wish you health, happiness and prosperity in the year now beginning.

News of the Brothers

Brother Dick Calciano has arrived back after spending three years in the South Pacific. Dick is minus some of that fine head of hair that he used to have. Those Jap snipers must have had him worried. . . . Dick Denison is also discharged. He too did over thirty months in the South Pacific—all the way from Guadalcanal to Okinawa. . . . Brother Roy Thompson has finally received his discharge papers and is now a civilian—but not looking for work. . . . Brother Wayne Wilcoxon has also returned and is again in civvies after a three year stretch overseas. . . . Brother Cal Hogg has returned from overseas and is back at his old job with Permanente. . . . Brother Art Reynolds also arrived home from overseas and is now a civilian and at present trying to regain some of the weight that he sweat out while overseas. . . . Brother Rex Mayfield, another "Old Timer" from Permanente, arrived home as a Christmas present to his wife and family. . . . Brother John Attebury also arrived home after over three years service in the South Pacific where he even killed Japs with a monkey wrench. Tough guy, that John. . . . Charlie Steele has finally walked up the "gang plank" and is headed for Germany. . . . Received an interesting letter from Brother Fred H. Rehrman who is a sergeant with the 684th Engineers at San Fernando La Union. Fred sent some interesting pictures which I enjoyed very much. He hopes to be home by spring. . . . Brother Melvin Nelson has returned from the South Pacific after practically five hundred hours in the air. He served as Flight Commander on many bombing missions. Brother Nelson has many harrowing experiences to relate. He is now relaxing and readjusting himself to civilian life. . . . Brother Edwin Hannon has deposited his service withdrawal after spending twenty-six months in the Aleutians and is now back at his old job at Permanente. It certainly is nice to see the boys returning and we intend to do everything possible to get them started in civilian life again.

HARK, THE HERALD—

An evangelist announced at his first revival service that he could open his Bible anywhere, and the Lord would fill his mouth with words. Accordingly, he opened the Book, and read: "Behold, I come quickly." But no words came. So he repeated the text twice, each time leaning farther over the pulpit. The third time he leaned too far, and he fell into a woman's lap. He got up embarrassed and full of apologies. But the woman said: "Oh, that's all right. Heaven knows, you warned me often enough that you were coming."

State fed. meets in March, June

Its first convention since 1942 will be held by the State Federation of Labor in San Francisco Civic Auditorium during the week of June 17-21, it was announced last week at a Federation legislative conference held in Fresno.

Meanwhile, another legislative conference will be held in Fresno on March 2 for the purpose of studying qualifications of candidates for state and national offices and to make state-wide AFL endorsements of candidates.

The Federation will endorse in its offices filed on a state-wide basis such as governor, U. S. senator, etc., but will refrain from endorsing where individuals are elected on a local basis, such as a congressman, senators, assemblymen, etc.

All 50 items on the governor's call for the legislature's special session were discussed by Executive Secretary Neil Haggerty.

Ol' man weather holds down jobs in Nevada areas

(Continued from Page 4)

six weeks. They have purchased one Northwest 80, two R. D. 8, and four ten-yard trucks, from a mining concern in Arizona. Mr. Val Dempsey is superintendent in charge. They plan on three eight-hour shifts.

The Standard Mining Company, of gold and silver, mining and stripping job, plans on opening their mine and mill, which is located 30 miles east of Lovelock, Nevada, some time next month. The Natomas Company plans on opening up their gold dredging lease, 20 miles south of Battle Mountain, some time in February.

The Dayton Dredge Company, located ten miles east of Virginia City, also plans on reopening their dredge as soon as delivery can be secured for a ten-yard Monagan. Before the war this company operated a 15-yard dragline of the same make. However, they closed down in 1942, dismantled and shipped to Pennsylvania for stripping coal. They will also operate three eight-hour shifts. Brother "Curley" Onyett should remember this job as he set the former 15-yard Monagan up. "Good Luck, Curley," maybe you'll be back again.

Heavy dews hold up jobs in Redwood region; keep up dredger organization

By OTTO E. NEVER
Business Representative

Eureka.—News from the Redwood Empire is still static. Much rain, slides and general wet weather has everything at a standstill.

In the Del Norte area there is a small pile driving rig working on the two fish docks, running a small scab crew. We have taken this up with the Pile Drivers Local and expect to straighten this out before this issue of the News goes to press.

The general road condition of Del Norte County is bad; however, no contracts for new roads or bridges have been let to date and there is some talk of the State doing the work itself. That, however, remains to be seen as we will not stand for any such chiseling.

Breakwater Waits

The jetty and breakwater for Crescent City Harbor is still in the offing. The money is available, but all bids to date have been cancelled as they exceeded the engineer's estimate.

We believe that the overall picture will brighten as soon as the rainy season is over.

In the Eureka area, Contractor Tom Hull manages to keep three or four Engineers busy all the time. Mercer-Fraser Company, however, have only a skeleton crew as the wet weather has shut down all construction work. They were low bidders on the Mad River Bridge. Their bid was \$204,868, which was in excess of the State Engineer's estimate. We hope they get the job, however.

Money for Survey

Money has been appropriated for an engineers survey for Humboldt Bay. This is to determine the cost and advisability of dredging the Bay and increasing and overhauling the present jetty.

The general construction picture for Mendocino County looks good for the coming year. We have discussed the construction program with the State Highway Commission's Office in Sacramento and we feel that Local 3 has a brighter outlook for full employment than any other local engaged in construction work.

The C. B. & I. Company will probably complete their contract with the Navy by February 1st and there are still about twenty brothers employed there.

The Associated Dredge is still working in the northern end of

Humboldt Bay with indications that it will keep busy for some time to come.

Cancel Bridge Job

We have just heard that the bridge job at Rock Creek, which we expected to be awarded to Mauer, has been cancelled and new bids will be called for.

As the writer is engaging most of his time in organizing the gold dredgers, there is little else to report at this time. We hope in the next few weeks to report openings in the gold dredger industry, which will be attractive to all the brothers in the Eureka area.

Until then, we wish you all a prosperous and happy New Year.

UNION CAUTION ASKED ON PRICE HIKE AGREEMENT

(State Federation of Labor Release)

San Francisco, Calif.

So that the unions will be fully aware of the implications involved in the signing of a voluntary Form application to be submitted to the new six-man tri-partite board which has superseded the Regional War Labor Board since its termination on December 29, 1945, the following comments are submitted for their consideration:

This new board will consider voluntary applications requiring price relief only under very rigid rules and on the basis of prevailing wage rates in the labor market area. The employer therefore knows that wages will be restricted by the tri-partite board without further action on his part. In many cases, companies indicate an intention to file for price increases or increased cost to the government, fully aware of the fact that the profits of their firm are such that neither the OPA nor other agencies of the government will approve such requests. The employers have the opportunity to apply for a price increase or increased cost to the government after a reasonable period of time has elapsed subsequent to granting a wage increase, and at such time it can prove that such an increase in price is necessary.

If the unions keep these considerations in mind, they may prevent unnecessary delay and also help to control inflationary tendencies.

DELAYED IN TRANSIT

A conscientious private, faced with the voluminous questionnaires requested by the army of inductees, sat busily writing. Suddenly the pencil stopped, and the private's puzzled gaze centered upon the ceiling.

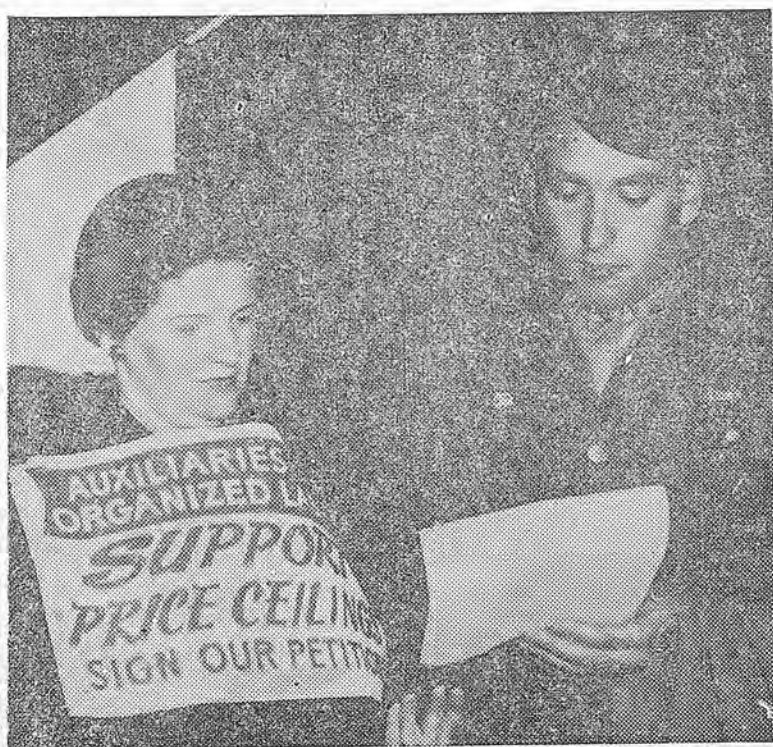
An alert sergeant, in charge of the reception center, quickly observed the change. "Remember," warned the sergeant; "you are under oath. All answers must be true. Any false statement will subject the offender to court-martial."

The private's puzzled frown deepened—then suddenly his face brightened.

In the blank space provided for Number of Children appeared the words: "One (pending)."

Two of every three union agreements in the state have clauses providing 6 or 7 holidays per year. One of every 3 allowed pay on holidays.

Hold the Price Line!



Hundreds of servicemen, like this sergeant, sign petitions supporting continued OPA price control which members of union auxiliaries are circulating in Seattle, Wash.—and congratulate labor for its fight against inflation. Getting signature is Mrs. Mildred Dobbins of AFL Building Service Auxiliary. (Federated Pictures)

What's doing in the Oakland office

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

Oakland—In looking over our clearance record we find that during the past year there were 4346 men cleared to the various jobs in the area. You will note that this is a considerable decrease from the number cleared last year. Since V-J Day requests for the services of our members by the various contractors and shipyards have fallen off considerably and we are starting the year with a very large out of work list. Looking ahead, the work situation doesn't look any too promising around here for the next four months.

One of the main factors contributing to the size of the out of work list is the fact that many of the members who were formerly working in the shipyards are now unemployed due to the controversy

between the Machinists and the employers.

Help Appreciated

Incidentally, there is a marked tendency on the part of certain employers to cut all corners possible, due, no doubt, to the fact that all of the jobs are being done on a competitive bid basis. However, with the co-operation of the members and the stewards we think we have been able to adjust most of the difficulties, and to keep them within the confines of the agreement. We want to thank all of the members for their assistance in helping to solve these problems and to assure them that we will do our utmost to keep things running to their satisfaction through the coming year.

We would like to take this opportunity to thank the following

brothers for the splendid co-operation they have shown the Representatives in the difficulty in Alameda:

Leon Taddie, Jack C. McKenney, Glen Craig, L. C. Kendrick, H. D. Weaver, Virgil Guptill, L. L. Laux, Glen Dobyns, James Johns Sr., S. D. Branscom, Richard W. Burgess, Paul W. Fletcher, Beech Gannon, V. G. Cox, Ed Parks, Harry Bonds, Gerard Feeley, Rex Stanberry, Toby Epperheimer.

There may be other members whose names should appear on this list also, and they too have our sincere thanks.

These are the men who have so unselfishly given of their time and support in the controversy in which some of them were not directly affected but which, they all realized, indirectly affected all men and women who work for wages.

These are the fellows who were up and on the job rain or shine at 6 a.m. and we think this spirit of co-operation is worthy of all the consideration possible from the rest of the members.

Land for Industry

About 25 per cent of the land zoned within the city of Oakland for industrial uses is vacant at the present time, but only a small part of that land is immediately available for industry.

This is the conclusion reached in a land use survey of industrial zones just completed by the city planning commission.

The survey covered 8155 acres, the total land area of the city zoned for industry. It found that industry and railroads now occupy 1920 acres or slightly less than 25 per cent of the total.

More than 900 acres is occupied

by dwellings of various kinds and nearly 1200 acres is occupied by streets. Business structures use 186 acres; churches, hospitals and other public buildings, 31 acres, schools, 41 acres, and parks and playgrounds, 29 acres.

A total of 942 acres, or more than 15 per cent is used by military establishments. The Oakland airport uses 860 acres, or slightly more than 14 per cent of available industrial land.

The survey found that 2049 acres was vacant. Of that total however, only 900 acres is now available for industry. The remainder requires fills of various depths before it can be made available. The total industrially zoned area of the city is 12,557 acres. However, 4402 acres are covered by water.

The survey took about nine months to complete.

Getting around the jobs

Pacific Pipeline Construction Company has a good sized job in Oakland for the P. G. & E. Brothers Bob Privett, Harry Gundersen, Enoch Elf and Bill Meyer are employed by this outfit. Bill, who is heavy duty repairman, has, by the way, invented a new type backhoe bucket and anyone interested in making a clean cut should inspect this new baby that Brother Meyer is so proudly demonstrating.

During the past month an agreement was signed with the employers of the Scrap Iron Industry. This agreement provides for a substantial increase in wages as well as vacation with pay for the members of our union employed by these companies.

Weather permitting, there is still considerable activity in sub-division and road work in the Concord, Lafayette and Moraga area.

Brother Norm Brown has both of his shovels back in the quarry and is busy overhauling equipment in anticipation of a busy spring.

Weather Stalls Work

Due to weather conditions that portion of the job at Fairfield which is being done by M & K is practically at a standstill, the only activity at this writing being the

unloading of rock and gravel for sub-grade. In the building area, however, Stolte, Inc., is busy pouring concrete.

The Macco Construction Company has reduced the force in the Rio Vista area.

The Armstrong Company has a cat and blade working in Orinda, a roller operating up at Pittsburg, and one member in the shop doing mechanical work.

George Peres is using 3 cats and a blade out at Standard Oil as well as one blade which they are keeping busy on small jobs in the Richmond area.

Joe Campbell is starting a heavy duty repair shop near the old H. & B. Rock Quarry and plans on employing two mechanics. Brother Campbell has just signed an agreement with the Operating Engineers.

Subdivision Job

The C. Dudley De Velbiss Organization is starting a new venture which is a departure from their regular line of work. They are engaged in the building as well as the excavating and grading for a 250 unit sub-division located between Walnut Creek and Concord.

According to Brother Glenn Poshard this work has been held up considerably due to the rains but they expect to be going full blast in the near future.

Aside from this job they have several small projects in the Richmond and Albany area, and all told are employing about 25 engineers at this time.

California Steel has finished with one of their war contracts and have laid off several of their employees, but are expecting more work in the near future.

Kiss Crane Company have two mechanics working in their shop in San Pablo at the present time.

Intrusion Prepakt, Inc., have two engineers on their tunnel job at Richmond. Brother Bill Ivey is operating compressor and Brother Bill Ruff is on the pumps.

O. C. Jones of Berkeley has several small jobs going at this time and is keeping 2 cats, a roller, blade, shovel and loader working.

Le Boeuf and Dougherty are making time with just two operators and one mechanic in their employ at the present time. These men are working in the yard doing repair work on the equipment.

Move Circosta Works

The Circosta Iron Works, formerly of Berkeley, have moved to 758 High Street, Oakland. We have two members working at this yard, Brother Jack Moore is foreman and Brother Smith is crane operator.

F. E. Young has all of his jobs tied up on account of rain at the present time.

Lee Immel has a contract for improving Castro Street from the Belt Line tracks to Filbert Street in Richmond. There are 7 operators on this job which has a time limit of 150 days.

A. J. McCosker has a shovel working at the old Hutchison Quarry dump in Albany.

The Hanrahan Company is winding up their job at the Naval Air Station in Alameda, which was held up for some time due to the weather conditions. They have a contract in the Fresno area and anticipate moving their equipment down that way before long.

Brother Ernie Engler, steward at the Hayward Building Material Company, reports that the majority of the equipment is now in the yard being overhauled in readiness

for the next job. There are five operators and 3 mechanics in the yard working on nothing but overhaul and repair work. The hot plant at Rio Vista is down due to weather conditions, Ernie says. He also reports that Brother George Young, who has been in charge of various jobs for this company for the past year has just returned from the job at Yreka.

Charles Harney, who has just finished a job at the Fleet Supply Depot, is getting ready for the paving job on Government Island.

American Bridge Company has started a job at Columbia Steel in Pittsburg. Brothers Joe Mauser, Wayne Noble and Howard S. Hall are working out there.

Brother "Tiny" Carlton has terminated his employment as master mechanic for McGuire and Hester. Brother L. T. Metcalf has taken over this berth. At the present time there are seven repairmen working in the yard and about twelve members working on the Castro Valley job.

Stolte is keeping six mechanics and one oiler busy in their shop doing overhaul work on the equipment from Fairfield and from the various small jobs in the area.

News about the brothers:

A portable steam cleaning outfit has been purchased by Brother Ed Festner of 832 San Carlos Avenue, Albany. Ed, who can be reached by

Investigator Reports Salaries of Officers in Locals Not Padded

Boston, Mass. Writing in the Harvard Business Review, Philip Taft, Associate Professor of Business Economics at Brown University, said that an examination of 350 local union constitutions had failed to show salaries paid union officials were excessive.

Out of 84 cases in which salaries were stated, Mr. Taft found that officers of 29 received the prevailing rate of the trade or the foreman's rate, most rates being below \$75 weekly. Of the other salaries furnished, the median was \$75 a week, the article stated, and only 21 were above that figure and only 10 above \$100.

★ ★ ★

Tragic Existence

Life is sure a funny proposition. The first half is ruined by our parents when we're kids—and the other half is ruined by our kids.

—WILL ROGERS.

calling LA 5-8441, says he will specialize in steam cleaning of machinery, shops, parts and other equipment.

Brother E. G. Burkett, who suffered a broken back while working for Hanrahan at the Naval Air Station in Alameda last November, has just been released from Merritt Hospital. He is doing nicely but expects to be in the cast for about six weeks more, at which time he will have to re-enter the hospital to be fitted for a brace. We are all glad to hear that Brother Burkett is getting along so well and hope it won't be too long until he is able to be back on the job.

Plumb Opens Shop

We extend our best wishes to Brother Tom Plumb in his new venture. Tom, who has been employed as master mechanic by Fredrickson and Watson for the past two years on their Concord job, is opening a machine shop in Pittsburg, and we feel that his fine mechanical ability and years of experience will stand him in good stead in this undertaking. We would also like to take the opportunity to thank him for the fine

spirit of co-operation he has always shown in union activities.

Brother Irvin Huston, who was in the Richmond hospital the latter part of December for an appendectomy, is home now and recovering nicely.

Brother Clifton Hall, a former shovel runner for the A. J. McCosker Company, has moved across the bay and is opening a tire shop at 1180 Silverado Trail, Napa.

Brother Thomas R. Peter has just returned from four years spent in the Hawaiian and Christmas Islands where he was employed as civilian technical advisor for the U. S. Army Engineering Corps. Brother Peter acted as inspector and instructor on heavy equipment and in that capacity worked on most of the runways on both of these islands.

Brother E. L. Kelley, who was running shovel for DeVelbiss at Rio Vista, was badly hurt recently in an accident on the job. He will be at the Sutter Hospital, 28th and L Streets, Sacramento, for some time. Any of you boys up that way might drop in and see him!

Our boys in service

Seldom a day passes without some one of our members returning from the various branches of the armed forces and dropping into the office with that "I'm home again!" grin on their faces. It is really fine to see these boys and a pleasure to greet them.

Among the recent returnees was Brother Reese Taylor, who has been in the Marines for the past two years and who is planning on making his home in Berkeley.

Perdue, Ferdig Back

Discharged at San Pedro on December 10th, Brother Fred Perdue was home in good time for holiday celebrating. A foreman at Richmond Prefab before entering the Navy, Fred has just gotten back from 20 months in the South and Central Pacific.

Brother Ray Ferdig was another of the boys who got home for Christmas. He is on a 30-day leave after which he will receive his discharge.

And speaking of Christmas, the family of Brother "Les" Collett got a nice surprise when he arrived from Saipan on December 24. There are two more of this family who recently returned from overseas. Charles, who was in the Pacific for 3½ years, is now back in

civilian life and Eugene, who was attached to the 9th Air Corps as a first sergeant, has just shaken the dust of Europe from his heels.

Several other fellows have been in lately sporting brand new discharge buttons. Among them was Brother Frank Dillard, who was in the army 3 years, and Brother W. L. Phelps who has been doing maintenance work for the army at Fort Bliss, Texas.

Brother Jim Johns, who with his brother Brady, spent 17 months with the Army Engineers on Guam and Okinawa, has just received his discharge. When Jim was ordered home it was the first time these two had been separated since entering the service, but he says Brady will be coming along too in the very near future.

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Perfect Understanding

The minister's wife, while calling on a member of the congregation, mentioned, with excusable pride, that her daughter had won the prize in a music recital.

Her listener at once showed her fellow-feeling.

"I can understand your pride," she said. "I well remember how pleased I was when our pig took the first prize at the agricultural show."

Round-up of the news from Utah

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

From Salt Lake:

The happiest part for the past month has been the weather from Christmas until now. We have had very little work for our members so "old man" weather let up and gave us nice warm sunshine for the boys to rest in.

Bids have been opened for the fabrication and laying of steel pipe on the Provo Aqueduct. The bid proposals are now being studied in Washington and we should hear who has been awarded these two contracts and as I reported in the last month's paper, the State Highway Commission and the Bureau of Public Roads are still giving off lip service but little else. We hope if they keep on spouting that they will talk themselves out of a few jobs eventually.

It is apparent that the Bureau of Reclamation intends to do some work in this state during 1946. We have the estimators for several out of state contracts in Salt Lake City at present making preliminary survey of their proposed projects.

Rock and Sand Pacts

The negotiations for Rock, Sand & Gravel agreements in Utah are progressing satisfactorily, up to date. However, we have not signed any agreements. It is entirely too early to guess at the outcome.

The Associated General Contractors have employed Mr. Allen E. Mechem to handle their labor problems. At present he is trying to get the contractors and the six basic crafts of the Building Trades Council together to negotiate an A. G. C. agreement. We trust these negotiations will be carried on sincerely and to a definite conclusion, otherwise we of the Operating Engineers will be forced to negotiate a separate agreement.

We have some minor disputes in the Ogden territory and I have been working closely with the Ogden Building Trades Council and we hope to have our difficulty in northern Utah cleaned up before long.

CIO Messes Things

We still have threats of CIO strikes at Bingham Canyon mines, but up to the present time nothing has materialized.

The Leichfield Housing is the biggest job we have at present around Salt Lake and it is going along nicely and the outlook for more housing projects in Utah is very bright at present. I believe this will be one of our largest sources of employment for the coming year.

Brother Frank Perry, who has gone into the contracting business, is finishing up excavating on the Leichfield Housing job. Brother Perry had five trench-hoe and one cat operating at one time. This is the kind of an outfit we like to see operating, when the superintendent, foreman and all of the engineers belong to Local 3. That is the kind of a job that makes union conditions.

Gibbons & Reed are getting ready to ship out to their job at Las Vegas, Nevada. They will take a few engineers with them under the agreement with Local 3 and Local 13.

Moving Equipment

Utah Construction have started to move equipment to their job at Doyle, Calif., and plan on taking their engineers from Salt Lake City. We have a great many of our brothers out of work and perhaps a few of these out of state jobs will help take up the slack.

The picket line still remains on the Lewis Bowers Housing job and

will continue to stay on until Bowers has a change of heart and signs a union agreement.

We will close this month's news letter in memory of Brother John B. Taylor, who passed away December 25, 1945. We request the charter be draped in his memory.

C. L. CASEBOLT,
T. L. CLARK.

From Provo:

Well 1945 has passed and it goes without saying that it was a year of great events. Events that will have great repercussions on this weary old world for generations to come. All of you who read this will, I am sure, join me in hoping and praying that 1946 will bring the beginning of a peaceful world, devoid of war and rumors of wars, and that the common people will be given a chance, at long last, to build up a prosperous world for all, where liberty and justice will prevail.

The last month of 1945 brought us some very peculiar weather. The first 15 days were very cold with deep frost prevailing. Frost so deep that buckets on shovels and draglines were being broken and cables pulled out of draglines. Then about the official advent of winter the weather turned suddenly warmer, it began to rain ala California (except that the countryside remained brown and bleak instead of turning green) and the frost turned to mud. Christmas tried very hard to be a white one but did not quite succeed, it having snowed a little during the night, but the rains soon washed this away. All of which is, in a manner of speaking, one way of saying that the weather hasn't been very conducive to the dirt moving game.

Weather—and Mud!

Several jobs still tried to keep going, however, despite the weather and kept some of the boys busy. The Warren Co. on the Salt Lake City Aqueduct still has the same crew and may, I hope, in the near future put the night crew back to work. The Walker Co. is struggling along with the same crew, working every day that the weather will let them. The Bureau of Reclamation force account work is still wearily trying to proceed, but how they keep going is a mystery because of the deep mud.

The McGraw Co. has placed a couple of men back on the payroll but only for the purpose of shipping their equipment out. Which isn't so good. Other work consists primarily of shop work or small jobs which go only when the weather is propitious. There still remains two or three jobs in the southern end of the State which I haven't had time to check since I returned from Wyoming, but from all indications, lacking information to the contrary, they still are using the same crews.

Good Prospects Seen

There are some good prospects of new work being let in the very near future. Bids have been received by the Bureau of Reclamation for the fabrication and laying of four and a half miles of high head steel pipe on the Salt Lake City Aqueduct. The Utah Construction Co. was low on the fabrication and the Warren Co. low on the laying. As it is rumored that the Utah's bid had a string tied to it that they wouldn't take the fabricating unless they got the laying, this company may get both jobs. Total of the two bids was about a million dollars and should start within 60 days.

The Bureau has the lines run for

five and a half more miles of concrete pipe in Provo Canyon, which should be out to bid in the near future. This job should start some time this Spring. There is in addition to this six and a half more miles of concrete pipe to fabricate and lay. In addition to this work persistent rumors keep cropping up of twelve large jobs to be let in the State this Spring. To date I haven't been able to obtain any definite information on these jobs. Morrison-Knudsen Company is expected to reopen its railroad work in this area in the very near future, but won't say when.

Program On Roads

When the State Road Commission will get off you know what and start letting some road contracts is anyone's guess. I have talked to Governor Maw and he claims it is the U. S. Bureau of Roads fault. Regardless of where the fault lies you can rest assured that Brother Casebolt, Clark and I are going to smoke them out and see if we can't get some of those jobs started. Other states are letting contracts and there is no reason why Utah shouldn't be doing likewise.

The future of Geneva still remains pretty bleak despite rumors and rumors of rumors of this or that outfit going to take over and run the place. I'll believe it when I see it and not till then.

Diesel Class Proposed

I'm still trying to get a diesel class started but it doesn't look too favorable so far. I still have hope of getting in the equipment and getting it going, provided, we can keep the Utah Vocational School going. They have the money to operate until June. There also is some prospects of getting an apprenticeship program going this spring so that our ex-service members can take advantage of the G.I. Bill of Rights. There are a number of obstacles in the way, but we are still working on it.

I mentioned in my last report in the Engineers' News of my work in behalf of Local 401 in Cheyenne, Wyo., and the closed shop agreement signed between that company and the Operating Engineers. In that report I urged the members to purchase Frontier Gasoline when in Colorado or Wyoming. Since that time I have been informed by the company that they have a number of outlets in Utah. Points where this gasoline can be obtained are as follows: Salt Lake City, Ogden, Helper, Lehi, Payson, South Salt Lake, Kaysville, Magna, Logan, Provo, Pleasant Grove, Springville, Beaver, Grantsville, Tremonton, Brigham City, Price, American Fork, Spanish Fork, Fillmore, Bountiful, Farmington.

Our membership is urged to purchase the products of this company whenever possible. No company in the Inter-Mountain Area can, or does, make a better gasoline and you will be assisting the members of a sister Local Union.

About Working Rules

A word of caution to our members. You are referred to Rule 11 of our working rules which reads: "All members before reporting to work must have a Clearance Card from the Business Representative covering the area in which the work is being performed."

Some of our members, a small minority I am pleased to state, have shown an inclination to ignore this rule. Failure in the future to abide by this rule will subject the offending member to not only having charges filed against him and fined if found guilty, but also to being ruled off the job. So be sure to report in before going to work and arrange to be properly

cleared. You are taking no chances. If the boss wants you, we want him to have you.

Reminder On Location

Our new location, Room 5, Labor Temple, 45 North University Avenue, Provo, is slowly getting cleaned up (you know what painters and paperhangers are around Christmas) and every member is urged to drop in and look the new office over. The office hours remain the same, that is, 9:00 a.m. to 12:00 noon and 1:00 p.m. to 5:00 p.m., Mondays to Fridays. Friday nights the office is open between 6:00 p.m. to 8:00 p.m. for the convenience of the members. Saturdays the office is open between 9:00 a.m. and 12:00 noon. The telephone number remains the same, that is, Provo 630, and after hours I can usually be reached at my home phone, Provo 716-W.

Arrangements have been made to hold a regular meeting every second Friday of each month in the Labor Temple. The holding of

Matson Will Convert Big Army Planes

Conversion of army C-54's into commercial air liners and a parts fabrication project have been announced, with 1400 skilled workers employed and yearly expenditure of \$10,000,000.

It is expected that the conversion job will be in operation within a month, centering at Hangar 5 at Oakland Airport, which was recently released by military authorities for the project. Installation of \$150,000 in special machinery is underway.

The C-54's, valued at a million each, will be flown in from a military surplus supply center this month. Initial contracts will require at least 600 workers, with prospects for full-scale operations on a 24-hour basis, extending to Hangar 4-B, when it is released.

Matson's navy contract on modification expired Jan. 1.

Conversion of military aircraft is the only answer to the problem of how to get immediate large-scale development of air transportation since aircraft manufacturers are moving so fast they are unable to keep pace with themselves.

Court Upholds Typographical Mailer Stand

Indianapolis, Ind. Federal Judge Charles G. Briggie has upheld the right of the International Typographical Union (AFL) to expel any of its members who join the rival, unaffiliated International Mailers Union.

Cincinnati Local 17 of the Mailers Trade District Union, an ITU subsidiary, had brought suit to enjoin the ITU from revoking its charter and kicking out its individual members. The local was expelled after it endorsed formation of the IMU and voted it financial assistance.

The injunction was denied on grounds that the ITU constitution gives its executive council the right to expel members for dual unionism. The IMU is regarded by the ITU as a dual union.

The IMU was formed several years ago by mailers who claimed their interests were not properly represented by the ITU. Reason IMU members wanted to retain membership in the typographical union was because many older members had been paying into the ITU pension fund for years. Now they stand to lose their pension rights.

regular meetings will depend entirely upon the attendance of the membership. So be sure to attend. There are a lot of things that can be accomplished by the holding of good meetings. Wages and conditions can be improved and think of the good opportunity you have to point out the Business Representative's sins of omission or commission. You might even want to give him a few words of praise and encouragement. The Lord only knows he gets little or none of that. So let's see you out at the meetings. Don't leave it up to George. He may be depending on you.

C. R. VAN WINKLE.

Sacramento

(Continued from Page 3)

Brother O. Bell is also reported on the sick list and confined to Mercy Hospital.

To all of these brothers we extend every best wish for a most speedy and complete recovery and hope to see them all back on the job real soon.

SPECIAL NOTICE: The Sacramento Office will no longer remain open on Tuesday evenings as has been the practice up until this time. Due to work having slacked down considerably and the members working more regular hours, we feel that there is sufficient time to transact necessary Union business between the office hours of 8:00 a.m. and 5:00 p.m. from Monday through Friday and 8:00 a.m. to 12:00 noon on Saturdays. When work again is plentiful and the necessity arises we will again resume our evening hours. However, until further notice the office will no longer remain open on Tuesday evenings.

The membership in our district will be notified when another meeting is called.

No. 1 Pin-Up Gal



An overwhelming vote of our GI's all over the globe swept model Patricia Veniver into office as No. 1 Pin-Up of the year. Like their choice? (Federated Pictures)

News from the San Francisco office

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

San Francisco.—Due to the rain and resulting mud there has not been much going on in the San Francisco area. We completed negotiations with the San Francisco Building Material Dealers to the satisfaction of the members involved. Also included were the the classifications for the plant engineer and Fuller Kenyon pump operators. Our agreement with the Garbage dump is still before the Wage and Hour Division. We hope to hear from that in the very near future.

As soon as the bad weather is over it looks as though there will be a lot of work in this area. The Emsco Company air compressor agreement has been straightened out and it has added about eight more engineers working for this firm.

Hunter's Point Work

At Hunters Point Barrett & Hilp, Raymond Concrete Pile, Gerwick, Morrison and Twaits, are still busy on their job while the Eaton &

Smith job is practically complete, a little cleanup being left. Devenenzi Bros. are importing sand for the back fill on the piers at Hunters Point. Ocean Constructors have started on their job in the removal of piers and piling at Mission Rock. Clinton Construction Co. has one driver working on the bulkhead at Pier 9. Mercer-Fraser Company and M. G. MacGowan are still busy on the new pier job at the Ferry Building. Bethlehem Steel erection department have started raising steel for a large warehouse at Third and Eighteenth Streets. Austin Co. has a small steel erection job at Seventh and Hoover.

Along the Waterfront

There is considerable activity around the waterfront with the derrick barge operators at the present time although with the Army barges, their work has slowed down somewhat resulting in a few of our brothers being laid off. Negotiations are on now with the derrick barge operators for a new agreement which we hope to consummate in the very near future. Negotiations have also been opened with the Consolidated Chemical Company but are at a

standstill due to the Machinists strike. A large number of our brothers are signing up with J. H. Pomeroy Company for their job in Guam. They are taking a great many shovel and clamshell operators, oilers, cat skimmers and heavy duty repairmen. Their list is complete with the exception of heavy duty repairmen and several are needed at the present moment. The scale for heavy duty mechanics is \$1.65 per hour, board, room and laundry furnished free. Travel expenses are paid both ways providing the men stay the length of the contract which is 12 months. A guarantee of 40 hours per week is allowed, with the opportunity to work overtime at time and one-half. Any of the brothers interested in this job, please contact the San Francisco office. At the present time no other information is available on any other foreign work, although we understand that in the very near future there will be calls for our men for other parts of the world.

We cannot give you further information right now on the Machinists strike which is tying up the majority of the shipyards, although it looks as if some break

may occur which will ease the situation.

Doings in San Mateo

Plenty of work in this area, but due to the heavy rainfall the jobs are pretty well shut down at present. Most of our members will be busy again as soon as it dries up. Stone-son Bros. have a subdivision job at Colma, Pete Farish doing the grading with several of our members employed.

Barrett & Hilp, also have a subdivision job at Baden, Ed Keeble of San Jose has the contract with 12 of our members working on this job.

The Airport job is shut down until better weather prevails, also Macco Quarry and hot plant are shut down. The local contractors in the county are all busy on real estate development and building.

More War Housing

Daley Bros. of Belmont have just negotiated a contract with the government for \$2,500,000 to move war housing project building from non-critical housing areas to critical housing areas.

The rock quarries along the coast are operating with skeleton

crews but anticipate the coming year to be the best so far.

With the airport job at Mills Field and other large projects scheduled to start, San Mateo County will be busier than at any time during the war.

3 Million for Roads

Alameda County will spend about \$3,000,000 in improvements and new construction for roads and highways.

Boss Insists on Union Workers

Brunswick, Georgia.

Jack Northrop, president of the Glynn Boat and Iron Works, won't hire anyone but union men, because he wants to be assured of having good mechanics.

Northrop, whose boat-building firm is signed up with the AFL, declared:

"I am interested in working only union labor. When I hire a man, he must be a first-class mechanic, or he will not stay long with my company."

Daily report of awards for construction jobs

December 5, 1945

VISALIA, Calif., contract awarded to Case Const. Co., \$90,000, for erecting structural steel and sheet metal flumes to replace wood flumes, Kaweah Power Plant No. 2 near Visalia, Tulare County.

SAN FRANCISCO, Calif., contract awarded to Arthur Wallgren, \$4381, for construction of sidewalks, Chester Ave., between Worcester and 11.3 ft. south.

SAN FRANCISCO, Calif., contract awarded to J. Gueld, \$5066, for construction of sewer on Paradise Ave., between Elk Street and Burnside Ave., S. F.

SACRAMENTO, Calif., contract awarded to Earl W. Heple, \$274,758, for construction of steel plate girder bridge across Coyote Creek, and steel beam undercrossing at Coyote Road on Bayshore Freeway about 6 miles south of San Jose in Santa Clara County.

SACRAMENTO, Calif., contract awarded to Earl W. Heple, \$65,031, for construction of steel undercrossing on Bay Shore Freeway at Ford Road about 6 miles south of San Jose in Santa Clara County.

SAN FRANCISCO, Calif., contract awarded to Leo Epp, for construction of a transformer shop and storeroom building and foundations, for Martin Substation, San Francisco, Calif.

December 7, 1945

SACRAMENTO, Calif., contract awarded to Fredrickson Bros., \$527,735, for grading and paving and bridge construction across Horse Creek and Gibson Canyon Creek, between Ulatis Creek and Midway, Solano County, Calif.

December 10, 1945

SANTA CRUZ, Calif., contract awarded to J. L. Kruly, for installing sewer extension in Crystal Ave. and Seventeenth Ave., in the Twin Lakes Sanitation District, Santa Cruz County, Calif.

SACRAMENTO, Calif., contract awarded to E. F. Hilliard, \$1739, for paving alley between "S" and "T" Streets and between 20th and 21st St., Sacramento, Calif.

NEPHI, Utah, contract awarded to Young & Smith Construction Company, \$18,498, for construction of a 400,000 gallon concrete reservoir at Nephi, Utah.

December 11, 1945

SAN FRANCISCO, Calif., contract awarded to San Francisco Water Department, \$4000 for laying 6" and 8" cast iron mains in various streets in the Sunset District, S. F.

December 12, 1945

SAN FRANCISCO, Calif., contract awarded to M. B. McGowan, \$18,156, for repairing fenderline on Pier No. 29.

December 13, 1945

SAN FRANCISCO, Calif., contract awarded to E. W. Elliott Construction Co., \$221,032, for 2.663 mi. grading, paving, etc., Placerville-Lake Tahoe, Eldorado National Forest in El Dorado County.

SAN JOSE, Calif., contract awarded to A. J. Raiach Paving Company, for furnishing plantmix surfacing, M-C and asphalt hot and cold surface mix.

December 14, 1945

BENICIA, Calif., contract awarded to Parish Brothers, \$11,175, for resurfacing Artillery Yard, Benicia Arsenal, Benicia, Calif.

CALIFORNIA POINT, Calif., contract awarded to George Pollock, \$51,115, for dismantling and removal of pier and trestle, Calif. Point, Marin County, Calif.

SAN FRANCISCO, Calif., contract awarded to Arthur Wallgren, \$3710, for installing 16" storm water sewer at H. Fleishacker Pool, San Francisco.

December 17, 1945

BERKELEY, Calif., contract awarded to John E. Branagh, \$84,277, for addition to Hesse Hall on the Berkeley Campus, Berkeley, Calif.

SACRAMENTO, Calif., contract awarded to A. Teichert & Co., \$1822, for paving, etc., alley between "I" and "J" Sts., from 24th to 25th Sts., Sacramento, Calif.

FRESNO, Calif., contract awarded to Stewart & Nuss, \$11,402, for asphalt surf. with Laykold finish on John Muir School Grounds, Fresno.

December 18, 1945

SAN MATEO, Calif., contract awarded to L. C. Smith, \$27,001, for grading, asph. concrete paving, curbs, gutters, walks, in Laurel Hills, San Mateo, Calif.

BERKELEY, Calif., contract awarded to Cleveland Wrecking Company, \$8098, for demolition of five-story building at northeast corner of Bancroft Way and Telegraph Ave., Berkeley, Calif.

December 18, 1945

SAN MATEO, Calif., contract awarded to C. F. Parker, \$50,438, for construction of elementary school building at Beresford Park Site, San Mateo.

December 19, 1945

DINUBA, Calif., contract awarded to E. T. Haas Co., \$6125, for installing water and sewer lines in Dinuba, Calif.

SAN FRANCISCO, Calif., contract awarded to E. J. Treacy, \$2280 for resealing joints in concrete pavement at the S. F. Airport.

CARSON CITY, Nevada, contract awarded to Gibbons & Reed, \$733,056, for 14.53 mi. grade and surface between Crystal and 1 mi. S.W. of Glendale, Nevada.

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$1,123,191, for construction of earth fill Rector Canyon Dam and appurts. northeast of Yountville in Napa County, Calif.

SACRAMENTO, Calif., contract awarded to J. H. Pomeroy Co., \$1,879,340, for construction of bridge, overhead crossing across Feather River at Marysville and Yuba City and in Sutter County over Southern Pacific Railroad and Sutter Street in Yuba City, Calif.

EUREKA, Calif., contract awarded to Tom Hull, \$5250, for construction of storm sewers and ap-

purtenances in 2nd Street from "A" Street to Commercial Street, Eureka, Calif.

December 20, 1945

SACRAMENTO, Calif., contract awarded to Guy F. Atkinson, \$1,683,674, for 4.1 miles grade construction of freeway structures on N. Sacramento Freeway, between N. Sacramento Viaduct and 0.5 miles east of Ben Ali, Sacramento, Calif.

SAN FRANCISCO, Calif., contract awarded to Erbentraut & Summers, \$10,863, for construction of a radio relay station, Twin Peaks, S. F.

December 21, 1945

SACRAMENTO, Calif., contract awarded to Dan Caputo, \$201,797, for removal of bridges and replacing bridges between 2 mi. east of Menedota and 2 mi. west of Tranquility Road in Fresno County.

SAN FRANCISCO, Calif., contract awarded to Healy-Tibbitts Const. Co., \$3740, for repairs to N.E. fender of 3rd Street Bridge at Channel Street, S. F.

December 26, 1945

STOCKTON, Calif., contract awarded to H. F. Lauritzen, \$5440, for repairing bridge fender across the San Joaquin River about 5 miles south of Antioch in Sacramento County, Calif.

SACRAMENTO, Calif., contract awarded to N. M. Ball & Sons, \$1,178,869, for 8.1 miles grade and concrete paving between San Jose and 0.6 miles south of Ford Road in Santa Clara County.

December 28, 1945

SAN FRANCISCO, Calif., contract awarded to Plombo Bros., \$157,274, for excavation and embankment, Sutro Reservoir, under Water Dept. contract.

January 2, 1946

MOFFETT FIELD, Calif., contract awarded to Fredrickson & Watson, \$86,988, for construction 14" thick concrete taxiway, 75' x 835' long and a 15' wide pen. macadam shoulder, Moffett Field, Calif.

SAN FRANCISCO, Calif., contract awarded to Eaton & Smith, \$179,676, for construction Lake Merced Sewer System.

VALLEJO, Cal., contract awarded to J. A. Bryant, \$47,917, for construction boat house and facilities, Calif. Maritime Academy, Carquinez Straits, Vallejo.

January 3, 1946

MARE ISLAND, Calif., contract awarded to Paris Bros., \$54,031, for reserve fleet berthing dredge spoil discharge line and alts. to sewer outfalls, Navy Yard, Mare Island.

January 4, 1946

CARSON CITY, Nevada, contract awarded to Silver State Const. Co., \$189,734, for grading, surfacing bridges and etc. from Jet. with U.S. No. 50, 5 mi. west of Fallon to a point approximately 8 miles southeast on portions of FAS RTes. Churchill County, Nevada.

January 7, 1946

CARSON CITY, Nevada, contract awarded to Silver State Const. Co., \$189,734, for 6.589 miles grading, surfacing, bridges, etc., in Churchill County, Nevada.

SACRAMENTO, Calif., contract awarded to Mercer, Fraser Company, \$204,868, for construction steel girder bridge and road approaches about 0.2 miles in length at Mad River in Humboldt County, Calif.

SACRAMENTO, Calif., contract awarded to H. W. Ruby, \$60,720 for construction of bridge and incidental grading work across East Street in the City of Auburn in Placer County, Calif.

SACRAMENTO, Calif., contract awarded to William E. Thomas Const. Co., \$30,553, for construction of reinforced concrete undercrossing at Walsh Street in City of Auburn, Placer County, Calif.

VALLEJO, Cal., contract awarded to M. B. McGowan, for pile-driving work in connection with const. of boat house and facilities, California Maritime Academy, Carquinez Straits, Vallejo.