



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

VOL. FOUR, No. 8

SAN FRANCISCO, CALIF.



October 18, 1946

GREEN TELLS AFL CONVENTION OPA MUST GO; HIGHER PAY LABOR GOAL MEMBERSHIP IS OVER 7,000,000

CHICAGO.—A drive for higher wages, repeal of OPA and establishment of a national welfare fund like that demanded by the United Mine Workers was pledged here by Pres. William Green October 7 in his opening address to the AFL's 65th convention.

The AFL leader denounced the present OPA law as a "profit promoting measure" and went on to say that "except for rent control, and possibly a few other items, we believe price control and wage control should be lifted by the U. S. government."

Full production, he said, is the answer to current inflationary problems and the government should cooperate with the workers and not enact "slave labor legislation."

"We are going to fight for higher wages," Green declared, asserting that as labor becomes more efficient it must increasingly share in the benefits of its work.

Marking the opening of the drive for a national welfare fund, Green said: "I tell you now that will be an objective of the AFL because human life is above national welfare."

Health Care Program

Such a program, he declared, would include social security, hospitalization, nursing and medical care among its provisions.

He charged that the national situation is confused and that labor is disturbed because the government has kept wage and price controls and attempted to veto collective bargaining agreements.

"We resent that," Green said. "We protest against it. And here in this convention we will express our will."

Political Front

On the political front, Green received wide applause when he promised: "We are going to drive hard, united and successfully against those reactionaries in Congress and in legislatures who would pass legislation to curb free unions."

Green defended the closed shop and was again applauded when he warned that union men could not be forced to work with non-union men by any set of laws.

A large section of the opening speech was concerned with a blistering attack on American communism and the Soviet Union.

Boost in Per Capita

Confronted with a drop in revenue to its general fund and soaring expenses for organizing activities, the AFL is asking an increase in per capita tax payments.

The AFL Executive Council recommended that the 65th Convention (Continued on Page 5)

Travelers can get benefits

A referee's decision of interest to traveling members of Local 3 was announced last week, namely, the case of M. J. Fruchtman, a shop steward of Shipfitters Local 9, who sought work in other states, was denied jobless benefits for that period, and was then upheld by the referee.

The decision, in effect, indicates that the state does not intend to penalize a man for seeking employment in other areas. Bro. Fruchtman, during the Machinists strike and lockout last spring, arranged to look for work elsewhere.

He notified his union and the state employment office of his intentions. He travelled to the state of Washington, then to Utah, then back to California. At each major stop he registered at the state employment offices and was told there was no work in his line. The department refused him benefits for the time he was traveling, but his appeal was upheld by Referee John E. Benson.

Bro. Vandewark of the San Francisco office pointed to this case as being of interest and importance to members of Local 3 who travel a good deal. When you are out of work and decide to move around, register at the employment offices as you go so that it will be on record and you will be protected in the matter of collecting continuous unemployment insurance.

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Accident Toll For California Still Appalling

Sacramento, Calif. The number of California workers disabled as a result of industrial injuries in 1945 was larger than the entire population of the city of Sacramento, according to a report prepared for presentation today by Paul Scharrenberg, director of industrial relations, to the monthly governor's council meeting.

Industrial accidents disabled 133,549 workers in California in 1945. This figure does not include non-

Engineers urge support of these Calif. candidates at polls, Tuesday, Nov. 5

Members of Engineers 3 in California are urged to give their utmost support to union-endorsed candidates at the November 5 election and to see that they turn out to the polls to vote for these friends of labor:

Attorney-General



EDMUND G. BROWN

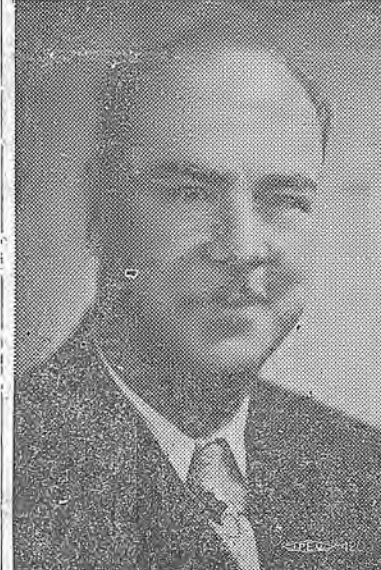
EDMUND G. "PAT" BROWN, candidate for Attorney-General, has a splendid record as a law-enforcement official, and that is the experience the post of Attorney-General calls for. As District Attorney of S.F. County he has drafted many pieces of model legislation to advance the welfare of municipal and county employees. His opponent has a bad labor record as a member of the Legislature and while he (Houser) supported the "Hot Cargo" Bill, Brown was one of the few state officials to come out in strong opposition to it. That kind of man can be depended on to be a friend of labor in the office of Attorney-General.

disabling injuries which numbered approximately 380,000 during the year.

The 133,549 disabling injuries in 1945 represent a decrease of 10 per cent from the total of 148,643 reported in 1944, reflecting the drop in employment in manufacturing and other war industries during the period and also continued successful accident prevention efforts.

Industrial fatalities reported in 1945 numbered 568 compared with 632 in 1944, a decrease of 10 per cent. (Figures for both years exclude industrial death which were reported after the close of the tabulation dates for the respective years.)

For Lt.-Governor



JOHN F. SHELLEY

JOHN F. SHELLEY, candidate for Lieutenant-Governor, has not only an unbeatable record as a legislator, but he has been intimately connected with the Organized Labor movement for many years. As a State Senator since 1938, he has a perfect record in support of legislation in behalf of labor and the common people. Shelley has been the author of many important pieces of legislation improving the lot of the worker. He fathered the Disability Insurance Bill for seven years and it finally has been adopted and will go into effect this December. Shelley has been a great champion of the public schools, the cause of the veteran, old age pension legislation, development of the Central Valley Project, progressive farm legislation. As Lieutenant-Governor, he would be a credit to the entire state.

For U. S. Senator



WILL ROGERS JR.

WILL ROGERS JR. was also endorsed in the primary by the Engineers and came through with the Democratic nomination. As a liberal publisher and successful business man, Rogers is also tried and tested as a legislator. He was elected to Congress, served with distinction, and then resigned to join the armed forces in defense of his country. While in Congress he established a splendid record in behalf of labor and the common people. As our next United States Senator, Rogers can be of great service to us in these trying post-war times. His record shows that he will face these crucial problems with vision.

In supporting Will Rogers, Jr., unionists are not "shooting in the dark." He is an experienced legislator, has already demonstrated his fairness to labor. The liberalism and progressivism he displayed in Congress will be continued in the Senate.

What we fought for!

We Americans just concluded a devastating war that cost us several hundred thousand lives and a hangover debt of close to \$300 billion. We fought for liberty, the right to decide our destiny under democracy. Prove YOU meant it by turning out to vote November 5!

Report of last meeting

Meeting called to order at 8:05 p.m., President Clancy presiding. Business Manager Swanson was absent on business for the Union and was excused. There were approximately 165 members present.

A synopsis of the Regular Meeting minutes of September 7 was read and by motion laid over to next meeting.

A synopsis of the Executive Board minutes of September 25 and of October 5 read, and the acts and recommendations of the Board were by motion approved as read.

Communication from the Building and Construction Trades Department was received and filed.

Letter from District Attorney Edmund G. Brown was received and filed.

Cards of thanks were received from the family of Carl E. Kellogg, Mary I. Schattgen, Mrs. Mary Martin and family, the family of H. L. Bryan and the family of V. G. Bagent.

President Clancy read the report of the General Secretary-Treasurer.

The following Brothers were reported ill: J. W. Hood, W. F. Bohannon, A. R. Bradbury, C. F. Garner, Del Pergrossi, Rossi R. Mick, L. W. Straight, Earl J. Cazier, Lee Bryan, Don Dicob, Mads Madsen, Grant Haslam, Joe Aitken, Chas. A. Edwards, H. M. Ward, R. Peterson, John H. Gehrig, George House, Elmer Dufloth, Thomas F. Wood, M. L. Utterback, C. H. Ridenhour, C. Guertner, G. G. Hood, J. H. Johnston, F. L. Rose, C. T. Bush, A. J. McCoy, Charles Oakley, L. R. John, Jesse Leamaster, Clinton Webster, Tom Bryson, Jr., Lupe Rochin, J. S. Krantz, F. G. Poteet, Tim Sullivan, A. L. Bittleston, M. E. Pereira, Harlan Beebee, Ted Barton, Nick Thill, Leonard Wans, J. S. Cabral and Sam Scobel.

The following Brothers were reported deceased: V. G. Bagent, John J. Martin, Wm. D. Johnson, Carl E. Kellogg, Robert Estes.

The Business Agents gave their reports which were received as given.

There being no further business the meeting adjourned.

Respectfully submitted,

C. F. MATHEWS

Recording Secretary.

ATTENTION!

At the meeting of September 7, the following Resolution was adopted as the final reading: "Be it Resolved: That beginning October 1, 1946, all dues shall be collected quarterly and the Financial Secretary be instructed to so notify the membership."

All members are requested to cooperate by paying their dues quarterly. October, November and December dues were due on October 1.

You will note in the minutes that any member who becomes 90 days in arrears in his dues will be automatically fined \$5.00. However, if he is suspended the regular suspension fee shall apply.

Veterans should take advantage of liberalized insurance terms

Under present regulations a veteran may have his National Service Life Insurance reinstated, regardless of the time lapse, by complying with the following:

Fill out reinstatement form 353a, make out a check or money order for two months' premiums payable to the Treasurer of the United States and forward to the above. This liberalized regulation of the Veterans' Administration expires December 30, 1946, and since recent amendments to the insurance laws are very favorable to the insured, every veteran should take advantage of this opportunity to have his insurance reinstated.

For the form 353a and assistance in filling out same, any veteran, regardless of affiliation, may apply to:

Frank Curley, Senior State Service Officer and Claims Supervisor,

DISABLED AMERICAN VETERANS, 328 War Memorial Building (Van Ness and McAllister) San Francisco. Phone, HEmlOCK 2442.

They will be happy to assist you in any way possible.

YOU ARE URGED TO TAKE THE ABOVE STEPS FOR REINSTATEMENT IMMEDIATELY IN ORDER TO AVOID ANY POSSIBILITY OF THE APPLICATION BEING DELAYED BEYOND THE EXPIRATION DATE OF DECEMBER 30, 1946.

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A lot of house hunters are getting stucco these days. — AN-DREWS FIELD NEWS.

Congress, 4th Dist.



FRANCK C. HAVENNER

FRANCK C. HAVENNER, candidate for re-election to Congress from the 4th District (San Francisco) is rated by all labor groups as having one of the very finest records in Washington in behalf of legislation advancing the cause of labor and benefiting the American people as a whole. So outstanding is this record that powerful enemies are doing everything possible to defeat him. Unified labor support by voters in the 4th District will re-elect him, and Local 3 urges every member to do everything possible to see that such an outstanding progressive and friend of labor is returned.

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CALDECOTT SUPPORTED

Thomas W. Caldecott, candidate for Assembly for the 18th District at the November 5 election, has



THOMAS W. CALDECOTT

been endorsed by the Central Labor Council, Building Trades Council, as well as Operating Engineers 3.

A veteran of World War II, he served five years in the U.S. Army, twenty months of which were spent overseas with General Patton's Third Army, 90th Division. He was awarded the Bronze Star, two Oak Leaf Clusters and the Combat Infantry Badge, and, at the present time, is commander of the V.F.W., Post 703.

He was educated in Berkeley schools, the University of California and the University of California Law School, and is the son of the famous Thomas E. Caldecott, who is now chairman of the Board of Supervisors of Alameda County.

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THE GOOD OL' STUFF

"You're from Kentucky," a fellow said to another the other day, "so you ought to be an authority on pretty women, fast horses and good whiskey." The other fellow agreed to the fact that he was from Kentucky. "Tell me," the quizzer went on, "how do Kentuckians judge good whiskey?"

The Kentuckian replied, "The only test I know is the one used by some boys who run a still up in the hills. They put a little whiskey in a cup and pass a 20,000 volt current through it. If the current goes through, the whiskey is rejected. If it bubbles fiercely and leaves a deposit of basic slag, alum, arsenic and iron filings, it passes as fair. But if the whiskey chases the current back to the generator, it's considered pretty good stuff."

"Meet an old-timer"

In the course of a Business Agent's wanderings, you meet many interesting and unusual members of our local, chock full of information and lore of the days of the past. In the next week or ten days, Marysville will hold a "Western Days" celebration. If, in the short span of a lifetime we could live the life of this "old-timer" still as agile as a cat and hitting the ball every day, we wonder whether or not, aside from the good fellowship that existed in a strange fraternity of stable-drivers, mountaineers, and the teamsters of the freighters, we would want to take it on again.

With a strange language of their own "Hi Yi glang" of the driver, still sounding like music, even in this day, an eight horse stage bounded out of Marysville in the late 60's for the roaring mountain town of La Porte, 14 passengers and the mail. It was 3:30 a.m. Sixty miles is the present distance over this stretch of mountain, and the stage is due in La Porte on schedule at 5:30 p.m. A change of horses about every ten miles, always on a dead run with all these animals could put out. Who were, these kings of the highway of this forgotten breed of men? Well, there are only a few left. One is Frank Williams, winchman on Dredge 17 at Hammonton. His people started across the plains from Missouri in 1852, settled in Loma Rica, and went into the stock business. Frank was born in the stone house, still standing, on June 5, 1885. His brother, Gray, went to the mines at Forbestown, and Frank, at the age of 13, went to the horses. Along with the stages, were freight wagons, but let Frank tell you:

"It was nothing unusual to see, stretching out from Marysville for the mining towns at four in the morning, as many as fifteen freight wagons loaded to capacity with supplies for the high Sierras, twelve and fourteen horse teams, jerk line. In eleven days they would return, again loaded. With what? Lumber, hides and empty beer bottles. And the cost? Cent and a quarter-a-pound. Yes, another tough stage run was from Oroville to Quincy. The driver and the double-barreled messenger. Wells-Fargo always kept the armed messenger and his irons sitting beside me with the cast iron box in the boot. He never left the seat. It was a case of the messenger first, for the boot was immediately under the driver's seat. Was I ever held up? No, not my stage. Not Mike Pestilo's either. Though to this day, many of the old timers want to know why Black Barte was so anxious to contact Mike after Barte was pensioned by Wells-Fargo. You know, I've heard that Mike is taking on a little too much of the hard stuff. It might get him. (Mike is well past 70, still rugged and living in La Porte.) The last of the stages in the Mother Lode country was from Keddie to Westwood, and then what? Well, it was tough, but I took it. The last of the 8-horse stages up the canyon and the first of the autos was the Winton 6, and I was elected to drive this new fangled outfit. This paid \$2.50 per day. Eight hours with the horses? Hell, no, four in the morning in the winter and summer till dark. The starting time was always the same, but the days were long in the summer time. While the horses were on the road, twenty minutes could be napped at a time, but other than that it was every day of the week. Then came the Western Pacific up the canyon. Their contractor, Utah Construction, came in with 2000 head of horses and mules. Yes, it was a big job. The steam shovel, the first we had ever seen, was disassembled, and it took 14 horses to bring in the bed' alone. We could see the end, that was in 1907, and in 1909 that was it. Then I went to work for old man Ham-

mon, who was trying out a new contraption to dig gold. Called it a bucket line dredge. Yep, it worked. Well, that is about it, and I'm still here. Yep, that is my brother, Gray, down there. He is the dredgemaster of this boat. Does he know anything? Nothing but mining."

And so ends a pleasant 15 minutes with this buckskin gloved, white collared king of the mountain stage coach, who was hero to the hostlers as well as his passengers. To him whose favors were carried by innkeepers and the liquor salesmen, and to us, who will always drink today as they did in the past, "To the health of the driver."

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Expensive Victory

Two little brothers were in the same class in school. One day only one of them was in his seat when the bell rang.

"Where is your brother today?" asked the teacher.

"He's home in bed," was the reply.

"Why, what's the matter with him?"

"We were playing at who could lean out of the window the farthest and Tommy won," was his brother's reply.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933

Of Engineers News, published monthly at San Francisco, Calif., for October 1, 1946. STATE OF CALIFORNIA COUNTY OF SAN FRANCISCO—SS. Before me, a Notary Public in and for the State and county aforesaid, personally appeared Victor S. Swanson, who, having been duly sworn according to law, deposes and says that he is the Editor and Business Manager of the Engineers News and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Operating Engineers Local Union No. 3, 1095 Market St., San Francisco 3, Calif.

Editor, Managing Editor and Business Manager, V. S. Swanson, 1095 Market Street, San Francisco 3, Calif.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, 1095 Market St., San Francisco 3, Calif.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and other security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any person, association, or corporation has any interests direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is: (This information is required from daily publications only.)

VICTOR S. SWANSON, (Signature of editor, business manager) Sworn to and subscribed before me this 16th day of September, 1946.

MARION M. BENDER, (My commission expires Dec. 24, 1946) (SEAL)

ENGINEERS' NEWS

Office 1095 MARKET ST., SAN FRANCISCO, CALIFORNIA

Managing Editor, V. S. SWANSON

Published Each Month by Local Union No. 3 of the INTERNATIONAL UNION OF OPERATING ENGINEERS

Northern California, Northern Nevada, State of Utah

Subscription Price: \$2.50 per year

Mail all news items in to editor not later than the 5th of each month.

Entered as Second Class Matter September 9, 1943, at the Postoffice at San Francisco, California, under the Act of August 24, 1912.

Stockton area enjoys fine year; big projects coming up insure plenty of jobs

By ED DORAN

Business Representative

Stockton—The Stockton area has enjoyed a very good year as far as employment for members of Local 3 is concerned. Everyone has been working fairly steady, with new jobs being let every week.

Morrison & Knudsen and Hassler were low bidders on seven miles of canal on the Delta Mendota Canal project. This job will consist of moving 5,000,000 yards of dirt.

Hubert Everist have started their part of the Delta Mendota Canal. They have one cat and one dragline working and expect, by the end of September, to have the work going ahead at full steam.

Entremont & Summers are working on the new Pacific Coast Aggregates plant south of Tracy. N. M. Ball have a dozer and scraper on the job.

George French is going along with the new gravel washing plant on Carbenia Rd., Tracy, and is working a full crew of engineers.

Busy on Canal

Fred Mauser of Eureka are putting in all of the bridges and syphons for the Delta Mendota Canal; subbing from Everest. They have two mechanics and a dragline crew working. The batch plant will start very soon.

M. J. Buddy Co. have about completed the resurfacing of Highway 50 through Tracy and also have started the cats and jeeps on the canal for Everest.

M.J.B. Construction Co. have completed the grading at Mossdale and are through with the paving. This job will be completed by the first of the year and will be ready for use.

Stockton Construction Co. are on the finishing touches of their two bridge jobs. Beach Willis from Vallejo has subbed the iron work on these two bridges.

Stanley Roller Co. of Crockett have a piledriving job east of Tracy replacing trestle on the Southern Pacific Railway. Two members of Local 3 are on the job.

Tiechert is Busy

A Tiechert and Sons are doing all kinds of jobs around Stockton. They are on sub-division work, grading for an out-door theater, street work in Stockton, as well as the new highway job between Salida and Ripon. The asphalt hot plant has been in steady operation for the past four months.

Asta Construction Co. of Rio Vista are working on a subdivision tract south of Stockton with five engineers employed.

Stockton Construction Co. is also working on subdivision work and several sewer jobs in Stockton.

A. E. Downer Co. has a half dozen sewer jobs in this area, and is keeping his trenching machines busy as well as the dozer.

S. M. Caw has so many jobs that he won't catch up with them until next year.

Jack O'Brien Rigging Service has three engineers employed doing all types of hoisting and rigging.

Big Projects Ahead

California, its cities and its counties, hope to build more than \$103,000,000 worth of public works out of their own funds within the next four years. This is disclosed in applications to the Federal Works Agency for funds for planning of locally financed post-war public works. Advances from the fund are repaid whenever a project is begun, but F.W.A. says none is granted unless a governmental unit shows "the capacity to build with its own funds within four years."

Of 385 projects in California on which advances were requested to July 1st, F.W.A. had approved 264 to cost \$48,729,807 and had allocated \$1,555,557 for the drafting of plants. The remaining 121 re-

quests for \$2,125,821 to plan projects costing \$55,020,431 still were under F.W.A. study. The agency said it has a policy of giving preference to advances for projects for which bonds already have been voted or for which cash is on hand. Of advances already made \$838,635 is for planning 112 school or college buildings or additions to cost an estimated \$19,698,835. The next largest item is \$394,032 for planning 90 sewer, water and sanitation projects to cost \$19,581,277.

Other approved advances include:

\$41,502 for planning 14 highway and street paving projects to cost \$1,506,906.

\$1400 for planning a \$30,000 bridge.

\$29,000 for two airports to cost \$721,000.

\$54,000 for four hospitals and health clinics to cost \$1,652,000.

\$176,850 for 32 public buildings, such as court houses and city halls, to cost \$4,872,845.

\$18,643 for eight parks and other recreational facilities to cost \$626,944.

Land and rights of way in the approved California program involve an estimated \$757,502 and construction, \$43,096,487. Equipment and other costs make up the remainder of the \$48,729,807.

Still pending before F.W.A. were the following projects:

Five highway and street paving projects \$860,845 and \$21,284; one airport \$70,000 and \$3000; 17 sewer, water and sanitation \$4,149,304 and \$140,229; 76 schools or additions \$12,137,058 and \$571,523; four hospitals and health clinics \$1,191,650 and \$53,758; nine other public buildings \$33,874,574 and \$1,211,307; six parks \$508,000 and \$22,450, and three miscellaneous \$2,256,000 and \$102,500. (First figures are estimated cost and second are planning advance costs in that order.)

Sewer Contract

The City Council of Stockton awarded a contract to A. E. Downer, local contractor, on his low bid of \$31,541 for construction of storm sewers to serve Fairview Terrace.

Other bids were: M.J.B. Construction Co., \$37,035; Underground Construction Co., \$38,993, and R. Gould & Son, \$40,941. The city auditor was authorized to appropriate \$61,856 from the post-war reserve to cover the following contracts: Construction of storm water sewers in Hawthorne Park, \$3302.60; construction of a sanitary sewer main in Lincoln, \$6,923.20; construction of a sanitary sewer main in Sharp Lane, \$15,979.20; and construction of a storm water sewer in Seven Oaks unit, \$1,835,650.82. The City Council voted to apply to the state director of finance under the state construction and employment act for \$400,000 to aid in the cost of reconstructing and enlarging the south sewage disposal plant. Under the act the city of Stockton was allocated \$485,972.

P. G. & E. Program

The Pacific Gas & Electric Co. has announced a \$160,000,000 construction and improvement program to be completed by the end of 1948. The company has applied to the Federal Power Commission for a license to construct three

Fresnans rally to elect labor slate at polls

By H. T. PETERSEN

Business Representative

Fresno—Members of Organized Labor in this vicinity turned out en masse to a labor rally held at the Memorial Auditorium on September 23rd. The speakers of the evening were Jack Shelley, candidate for Lt. Governor and Hubert Phillips, candidate for Congress from this district. The meeting was given plenty of publicity by local papers and believe you me the local politicians have their ears and eyes open and are giving us much more consideration than in the past. Don't forget to vote on Tuesday, November 5th, and remember Local Union 3 has endorsed Will Rogers Jr. for Senator; Jack Shelley for Lt. Governor, and in this district, Hubert Phillips to beat Congressman Gearhart.

Gunner Corp. and Haddock Corp., Lt., were successful bidders on three-quarters of a million dollar highway job just south of Fresno. The former company is getting ready to pour concrete on their highway job in Merced and Haddock have completed most of the small jobs in this area.

Kiewit Adjustments

During the past month we have had several matters adjusted with the Peter Kiewit Co. particularly with regards to working conditions and interpretations of contract. This firm recently shut down shift operations on everything but the larger draglines and equipment working on that spread.

Maurer & Sons Co. are making little progress with their job at Friant due to lack of proper equipment.

Bechtel Bros. & McCone Co. are thinking of shutting down during the high water period on construction of No. 1 Siphon at Dry Creek. Morrison, Knudsen & Hasler Co. are running into some difficulty on the erection of the 10-yd. Monoghan that will be used on their portion of the canal.

Arizona Nevada Co. are still working on a 5-day basis, however, they have received their proceed order from the bureau and it's expected that they will begin to operate a 48-hour week soon.

Ross Westbrook is making fair progress on his Grant Park job. They had a good rainfall and some snow the other day.

Tulare Land-Leveling

Geo. France Co. is still busy leveling land in the Visalia-Tulare area. This firm recently lost a state highway contract by a mistake in the bond of the magnificent sum of 5c, however, the job will be re-bid so George will get another crack at it.

There is quite a bit of land leveling activity going on over on the West Side with Ritchie and Clyde Woods operating the larger spreads.

hydro-electric projects on the North Fork of the Mokelumne River in the Sierra Nevada Mountains. The company plans to spend \$40,000,000 this year and \$60,000,000 annually in 1947 and 1948. Only two of the new power plants are scheduled for construction at present. One will be the electra powerhouse costing \$15,930,000 which will replace the old Electra plant which has been in operation since 1902. The second will be the West Point powerhouse at a cost of \$4,000,000. The third plant on the North Fork of the Mokelumne River will be the Bear River Powerhouse scheduled for construction after 1948. Its cost is not included in the \$160,000,000 figure. All this work will be handled through the Stockton office if constructed by private contractors.

Dredger News

By T. D. BRYSON

Business Representative

There have been a few dredges changed around since last month. The Duwamish has started on the Pittsburg job. The Beaver is still at Moss Landing with one crew remaining on board just as a stand-by crew in case the jetties don't hold.

The San Pedro has moved from the Mare Island Navy Yard to dredge a channel into San Rafael Harbor. This is a short job.

The Sucher finished up their Suisun Channel job and has moved to the San Rafael Yacht Harbor where they have a short job.

The Johnson Western Co. got the Noyo River job and are sending Alamitos up there to do the job.

The Monarch is at Walnut Grove. The Golden Gate is dredging out the docks at the Oakland Navy Supply Depot and the Neptune is getting ready to go up the river as soon as the Army Engineers release her.

Attend Meetings!

It seems that a lot of members who work on dredges do not understand the working of their own union. We seldom ever see any at the regular meetings, so they do not have an opportunity to acquaint themselves with their union.

Another thing is, when a job finishes, all the men seem to drift away and it usually is weeks or even months before we hear from them. Then they usually come in and complain about the union not getting them a job. There is no business agent or dispatcher who has the power to read a man's mind and locate him for a job. When he will not cooperate to the extent of either coming in, writing, or telephoning his name and address or telephone number, so that we will know that he is out of work, we naturally can't do much for him.

We have had to sign up men for jobs practically every time a dredge starts up. This is a bad practice and, I believe, entirely unnecessary if every dredge-man would get his name on the "Out-of-work" book as soon he gets out of a job.

★ ★ ★

HAD TO DRAW THE LINE

An old codger fell for an ad for a medicinal "youth-restorer." Following the directions, he took six pills and went to bed.

Next morning his family had difficulty in waking him. After a fierce struggle they finally managed to rouse him, only to hear him say:

"I'll get up, but I'll be damned if I'll go to school!"

Brother Ray Kepley, recently discharged from the U.S. Army, is foreman for Ritchie. Good luck, Ray.

Oilfield Prospects

The boys in the oilfields all keep busy with a good work outlook for this winter.

Hanrahan Co. are putting the finishing touches on their highway job at Fresno and have a good start on their Merced Airport job.

THIS OFFICE WOULD APPRECIATE IT IF MEMBERS OF LOCAL UNION 3 COMING INTO THIS TERRITORY WOULD CHECK WITH THE FRESNO OFFICE EITHER BY POSTCARD, PHONE OR IN PERSON. THIS IS JUST ANOTHER MEANS OF KEEPING TRACK OF THE WORK AND WILL REACT TO YOUR BENEFIT.

The last regular meeting was a humdinger. Let's have more like it. Next meeting to be held Thursday, October 24th, 1035 Broadway, Fresno, Calif.

Hiway jobs in redwood region about finished

By T. D. BRYSON

Business Representative

Eureka—Most of the highway work in the Eureka territory has been finished up and while there have been a couple of fair-sized jobs, either let or bids called for, it will probably be some time before they get started on them.

Mercer Frazer was awarded the contract on approximately seven miles on Highway 101, between Eureka and Arcata. This is a widening and resurfacing job to cost approximately \$200,000. Bids have been called for on six miles on Highway 101, in the vicinity of Big Dan Creek in the Eel River Canyon.

The Basalt Rock Co. is going strong on the jetty job at Crescent City. They are now running three shifts, trying to finish before the weather gets too bad. Brother William J. Reed is steward on this job.

Members on Road Jobs

Ray Byers is using four of our members on a pioneer road job for the P.G. & E. at Snow Camp. They are trying to get as far along as they can before the snow gets too heavy to work. They have another job down near the coast where they figure on working all winter. Brother Red Wier is steward on the job.

John Bierman & Sons are getting along fairly well on their rip-rap job on Highway 199, in Smith River Canyon. They still hope to finish before the high waters set in.

W. C. Railing has finished his resurfacing job on Highway 101 at Crescent City, and is now looking for a job down in the valley somewhere, where it does not rain so much.

Daly Brothers still have their shovel on Highway 299 at Redwood Creek. Brother Floyd Rodoni has two cats on this job.

J. L. (Louie) Connors has finished his access road job for the Geneva Lumber Co., and moved his cats on a job for the Dolly Varden Lumber Co. near Maple Creek, where they are opening up a new tract of timber.

Dredge in Humboldt

The Associated Dredging Co. has started their dredge Jupiter in Humboldt Bay where they have considerable work lined up. Brothers Gus Laskowsky and Hans Jorgensen are in charge.

★ ★ ★

How to Kill a Union

1. Don't come to the meetings.
2. But if you come—come late.
3. If the weather doesn't suit you, don't think of coming.
4. If you do attend a meeting, find fault with the officers and members.
5. Never accept an office, it is easier to criticize than do things.
6. Nevertheless, get sore if you are not appointed on a committee—but if you are, don't attend the committee meetings.
7. If asked by the chairman to give your opinion on some important matter, tell him you have nothing to say. After the meeting tell everyone how things should have been done.
8. Do nothing more than is necessary, but when other members roll up their sleeves and willingly and unselfishly use their ability to help matters along, howl that the union is run by a clique.

★ ★ ★

Fair Proposition

The foreman confronted the man as he returned to work.
 "Where you been?"
 "Avin' me 'air cut."
 "You know you can't have your hair cut on company's time."
 "Well, it grew on company's time, didn't it?"
 "Not all of it."
 "Well, I ain't had it all cut off."

Extensive highway project in Sacramento territory keeps local 3 men busy

By F. A. LAWRENCE and ED PARKS
Business Representatives

Sacramento—Plenty of projects with highway work in the lead keeps the out-of-work list down to a minimum in the Sacramento area.

On Highway 50 at Meyers the W. E. Elliott Construction Company is running two shifts in an effort to complete the bulk of their work before the heavy snows shut them down. William G. Davis has moved his crusher in on this job and is getting out material for the hot plant which will be set up next spring when the job reopens.

On the same highway, at River-ton, Clements Company have a crusher in operation with Brother Earl Hart in charge getting out material for the hot plant which Brother J. E. Ray is setting up. This firm will do the surfacing on the H. E. Parker job at Pollock Pines, which is almost finished as far as "cat" work is concerned.

Parker has several jobs just starting—so none of his "skinnners" should suffer much of a lay-off. His levee job at Walnut Grove is under way with Brother Perry Parker in charge so some of the brothers from Pollock Pines should land here.

Utah Constr. Busy

Utah Constuction Company at Shingle Springs, also on Highway 50, still keeps a number of Local 3 men busy. A hot plant is being set up to supply material for surfacing.

Fredrickson & Watson at Auburn have their road job well under way with twenty-two members of Local 3 employed. Brother Jim Tilton is doing the shifting and Brother Jerry Aldridge is in charge of the mechanical work.

In the backwoods of Foresthill, the W. C. Thompson road job seems to be running smoothly now with Brother Otto Van Gorder as shifter and Brother Don deArmond as steward. Brother Ray Walter is master mechanic. This job got off to a bad start, but with Otto as boss and Don as steward we don't look for any more trouble up that way.

Eleven miles beyond Michigan Bluff, Fred Kyle has another month or so of work on his bridge job. Due to the shortage of steel this bridge across the American River will not be operated until next year.

Road Job Starts

Starting at this point, L. J. Lynch has a 4 1/2 mile road job which will be under way by the time this is published. Brother Wallace Gibson will be doing the "bossing" and Brother Johnnie Bettencourt will be taking care of the repair work.

The Lynch, W. C. Thompson and Fred Kyle bridge jobs are all units of what will eventually be 34 miles of Forest Service road built for access into what the Forest Service claims to be a fifty-year cut of timber.

Another bridge job is in progress on the Auburn-Placerville road. Ruby has this job and is attempting to get his footings in before the high water season.

Also in this area, E. B. Bishop keeps ten of our members busy at his quarry getting out sugar rock. This has turned out to be a steady job for the brothers working here.

Job Beef Settled

Some trouble was experienced on the Fredrickson Bros. job at Dixon, but a trip to the Local 3 Executive Board by one of the brothers has straightened this matter out. Things are running smoothly on their other job in that area.

Stolte has two jobs running in this district—a housing project at Woodland and they are building a broadcasting station at Dixon for the Navy. Some complaints had to be adjusted on the Dixon job, but

at this writing everything seems to be O.K. down there.

A. Tiechert's levee job is about completed. This company continues to keep a good number of the members busy on various local jobs and landleveling.

Gold Dredge News

We have had several meetings and adjusted various matters with Natomas Gold Dredging Company. Members involved in Frazier crew are to receive their retroactive travel time. The new employees that had not signed up or paid have been taken care of or will be within a short time. Negotiations are still on regarding other requests made by the members. There has been a grievance committee set up consisting of nine members: Dave Burnett, chairman; Arnold Apple, Sam Isaminger, Glen Nettles, Ben Quick, B. E. Woodbury, Joseph Chatan, Ward Cooper and G. E. Fisher. I am of the opinion that this committee will be able to eliminate a good deal of our trouble in the future. Capitol Dredging Company with Brother Hefflin as steward is going along about the same. A grievance committee of three is to be elected soon to handle complaints as per agreement. The General Dredging Company have replaced their small machine and we expect to obtain an agreement if they continue to operate with the new machine.

The Gavrilko Brothers are going good with their Doodle Bug Gold Dredge out of Gold Run—good luck, to you, boys.

The following contractors are using quite a number of members on various building jobs: Lawrence Construction Co., Campbell Construction Co., Bigham Construction Co., and Ericksen Brothers.

Soule Equipment and Repair Shop have moved into their new shop in West Sacramento.

Agreements Listed

We have agreements signed by the following: W. C. Thompson, general agreement on September 7; American River Sand and Gravel, both general and rock, sand & gravel agreements on September 20; Haven H. Moss, general agreement on September 27; Schlegel & Lewis, at Suter Basin, signed land-leveling agreement on September 30; Robertson Bros. of Walnut Grove, who are members of Local 3, signed landleveling agreement on October 7; and Haines, Yost & Haines signed landleveling agreement on October 8.

Brother Harry LeMaster has the Golden Eagle Gas Station at Orangevale—any brother going by there should stop and "fill up."

The office still remains open from 7 to 9 p.m. on Wednesday evenings for your convenience. A business representative is on hand to aid you with your problems.

PLAYING SAFE

Then there's the story about the wealthy business man who was intent on matrimony. He told a friend one day that he was 60 years old, and asked:

"Would it be better if I told the young lady whom I'd like to marry that I'm only 50?"

"I'll be perfectly frank with you," his friend replied. "Your chances would be better if you'd tell her you're 75."

San Rafael area operators still busy, reported

By H. O. "HEINIE" FOSS
Business Representative

San Rafael—In a recent trip to Lake County, I took a trip up to Castle Springs, a wonderful resort, six miles west of Middletown, owned and operated by Brother Gus B. Laws, who claims he purchased this property for rather a tidy sum but from the observation by your representative it is my belief that it was stolen. This is as nice a place as I have seen in Lake County consisting of 21 cabins and an inexhaustible supply of ham, bacon and T-bone steaks. A most wonderful indoor bathing pool and the best surrounding deer country that I ever saw.

Suggest all brothers interested to make reservations for deer hunting next season. Brother Laws conducted me to one of his hot springs which was sure hot enough to scald a pig, AND I CAUTION BROTHER LAWS TO NOT FALL IN!

Winding Up Job

The Underground Const. Co. are about winding up their project in the St. Helena District for the telephone company. Harold Smith keeps a bunch of the members busy in that vicinity, and Jim Lewis, one of our old-time skinnners, has a rig of his own and is doing real well up in this district.

E. E. Lowell is quite busy on some street work and paving in Napa.

At Kelseyville, we find Ellis Demmick busy landleveling, general jobbing, keeping a couple of members busy.

H. (Pug) Hastings of Local 9 has three rigs busy doing the same in the vicinity of Lakeport with three rigs double shifted and is looking for a couple of jeeps to put on his project; Brother Tom Cowan is the promoter and seems to be getting plenty of work for the boys.

Up on the Rodmond-Narrows, Biasotti should be done by the time this reaches you, Brother Hill pushing on the job taking the place of Brother Edwards who recently took off and went back to around Stockton.

Brother G. A. Root in charge of their road alignment on the Kelseyville Bridge being a sub for Soda & Sons. Should be cleaned up and out of this country before the rains.

The Kiss Crane Company, under supervision of Mr. Hess, are making good headway on their job at Upper Lake. Brother Haywire McDonald running the rig there.

I recently heard from Brother Kenneth McGee. Has landed a sweet little job landscaping, paving, etc., for Caughy Addition at Vacaville. Mac advises that he is going to start bidding on some of the town work in Eastern Solano County.

Guerin Brothers should be mopped up by this writing at Pt. Arena perhaps doing a little repair work during the winter.

The Brothers Huntington, Fred and Luce, were recent visitors in the office and are doing very well around the Vacaville area, Fred being superintendent for Fredrickson Brothers. The other Brother, Deck, is out along the coast with a cat hidden in the brush somewhere.

Piombo Brothers, with Brother Pierce in charge, are getting along very well on their road alignments, etc., in the vicinity of Anchor Bay.

The Pacific Pipe Line Const. Co. have a small job for the P.G. & E. in the Novato area; Brother M. C. Spiker, superintendent.

Raisch Very Busy

A. G. Raisch is sure throwing the cement right on Harms' tail on the

Job situation continues good in San Jose; award on road project awaited

By M. G. MURPHY
Business Representative

San Jose—Well, Brothers, there being little change in this locality since my last report, about all I have to say is that things are on an even keel and I don't know of any of the boys who are in dire distress or suffering financial embarrassment at present due to unemployment.

Doings at Salinas

We do have a new job to report, however, of major importance to our men and it's none other than an extension to the Tiechert job between Gilroy and Salinas. Incidentally Tiechert was low bidder and N. M. Ball second, and by the time this goes to press the award to this job will have been made.

Tiechert is progressing nicely on his present job (the first section) and has only a few days for the slurry and base rock and that item will be complete.

Granite Construction are just about finished on their 101 project out of Salinas and are moving equipment on their Gilroy job and expect to be going big guns on it very shortly.

Monterey Developments

Stanley Ball on the Monterey job is also moving right along now, as, at last, the culvert, which held them up so long, has been completed and Superintendent Roy Jones has about three high speed Euclids, also a couple Carryalls and Dozers in operation. However, this isn't a big yardage job but the overhaul is considerable.

Moss Landing News

Mercer Frasier Company have just about completed their project of the Harbor Improvement program and are moving some of their equipment to other points.

Healy-Tibbitts though are still occupied on their project and expect another month of operations or so, until completed.

Watsonville & Santa Cruz

As far as the city is concerned, we do not have too much activity other than a few small jobs on the home building programs and levee and ditch work which is pretty well taken care of by L. E. Karsted and John Hunt.

The city of Santa Cruz is much 101 Highway North, trying to beat the rains. They are both busier than bird dogs.

The San Francisco Bridge Company have a good deal of equipment in the San Rafael channel working. The Associated Bridge Company are also moving in near the Santa Venetia Airport, San Rafael, including one rig from Laurensen from Rio Vista, in charge of Brother Hinkley. Brother Bob Rich is in charge of the work with the Associated Dredging here.

Healey & Tibbetts of Calif. City have quite a job here. Busier than ever.

Same goes for Gerwick at Petaluma at his pole yard.

McGuire & Hester winding up on the big outfall sewer and should be out ahead of the rains.

All the local contractors busy as usual, away behind, and expect to get rained on before the finish.

All the local contractors in the vicinity of Santa Rosa are doing the best they can. Bechtel Brothers & McCone should be winding up at this point by now.

The Ball & Parker job, Rector Dam, Napa vicinity, has been a tough job to keep skinnners on and it seems there is always some equipment sitting around waiting for operators. No idle members and everything seems under control.

Brother George Tuso just dropped in from a long jolt over in Japan coming back with the rank of tech. sergeant and is going back to work for Parrish Brothers.

on the same order. Dinsmore Construction Company have a medium sized job on the Farmers Mills Corporation, building some concrete silos and, of course, there's the usual run of smaller operations connected with the home building, etc.

San Jose Report

N. M. Ball Company, on 101, are making slow progress on their pouring of concrete, due to shortage of aggregates.

Superintendent Wayne Morris is in hopes of better concrete yardage and production since Marks and Son have opened up the old Coyote (P.C.A.) Plant expressly to produce aggregates for this job, but nevertheless, he is still pessimistic, as he did say, anyone who intends to send him Christmas and Valentine greetings may send same to the San Jose address. (Yes, it looks that way.)

Frederickson and Watson Company have poured considerable concrete on their 30th and Santa Clara Subway job but still have a long way to go. I think they have hit a snag on their job also, as yet I'm not sure as to what it is.

Ed Keeble, one of our local contractors, is very busy with his many jobs, which amount to approximately \$175,000 or plus. Then there's Carl Swenson, J. C. Bate-man, Earl Hople, A. J. Raisch, Earl Stuart, Union Paving, A. J. Peters, Stone and Webster and J. Pomeroy and many others all of them busy on their road jobs, sewer jobs, home building programs, subways and bridges. In closing, I am happy to report we have a minimum of unemployment.

News of the Brothers

Yes, we have two new concerns in this district, namely, Calabrese and Martin, two of our old timers, better known as Phil and Tex, who pooled some of the finances and secured two nice cats, 1 blade and 2 welding machines from WAA and are now doing business in Monterey.

And then comes Davidson and Bell—old timers—better known as Harley and Fran, who did the same as above mentioned and are now operating in San Jose—Good luck, boys.

Brother Swen Swenson has returned to work after a long stay at Oak Knoll Hospital. Edward Hannon was injured at Permanente and is now confined to the San Jose Hospital. Tex Martin, that well known character, now a contractor (Calabrese & Martin) has

(Continued on Page 5)

BACK GRAHAM FOR SHERIFF

Members of Local 3 in the Santa Clara County area are plugging for the election of Thomas G. Graham for Sheriff. "Tom" is well known to the members of our union, and his record shows him to be a man on whom we can depend for a fair, square deal.

Graham spent eight years as a U.S. Deputy Marshall and of late has been undersheriff of Santa Clara County. He has had a lifetime of experience as a peace officer and law enforcement official.

At the election Tuesday, November 5, stamp that cross opposite the name of THOMAS G. GRAHAM for SHERIFF!

Road jobs in Nevada keep few members busy; mine operations begin to perk

By H. L. SPENCE
Business Representative

Reno—Hunt and Frandsen Construction Co. have most of their rigs on their job at Eureka, Nevada, with Ben Walton as superintendent. He has a very good crew on the job, with Brother Swasey acting as steward. Their job at Elko is about finished. I understand that the company has another job at a mine over around Battle Mountain, Nevada. Brother Turner is their grade foreman on their Elko job.

Isbell Const. Co.'s stripping job at Kimberly, Nevada, is going along very well, not much of a change out there. Their road job at Austin, Nevada, is going along O.K. Guy Isbell is in charge of the job. Guy has a good camp on the job, and all the dear brothers on the job seem to be very happy. Isbell Const. Co.'s work around Reno and at the airport seems to be progressing very well.

Powers and DeLagrange Const. Co. have a new Link Belt Speeder in and they have numerous jobs around Reno.

Utah Contractors Busy

The Utah contractors that have jobs in Nevada seem to be doing O.K. Brother James Bryson is the grade foreman on Strong Const. Co.'s job at Dunfy.

W. W. Clyde Const. Co.'s job is a very good job. All the brothers on the job are doing all right for themselves. They get the work done and that's what counts.

The Sumsion and Glenn job at McGill, Nevada, seems to be going O.K. They also have a good camp and they have a good bunch of fellows out there.

Mines Starting Up

The mines in Nevada have begun to get started. The Dayton Dredg-

THE BARE FACTS

FIRST NEIGHBOR: "How is your wife coming along with her golf?"

SECOND NEIGHBOR: "Oh, they tell me she's going around in less and less every week."

FIRST NEIGHBOR: "I know that, I saw her yesterday. But I was inquiring about her golf."

Craft Classification	Claimed Present Wage	Authorized Wage
Air Compressor Operator.....	\$1.25	\$1.45
Air Compressor Operator (More than one.).....		
Apprentice Engineer (including firemen, oiler, equipment watchman).....	1.125	1.40
Asphalt or Crusher Plant Engineer.....	1.50	1.70
Asphalt or Concrete Screed Operator.....	1.25	1.425
Asphalt Plant—Day Fireman.....	1.25	1.525
Asphalt Road Mixing Machine or Pug Mill Operator.....	1.50	1.75
Box Man or Mixer Box Operator—Concrete or Asphalt Plant.....	1.25	1.525
Concrete Mixer Operator—less than one yard.....		1.55
Concrete Mixer Operator—over one yard or paving type.....	1.625	1.75
Concrete Mixer Operator—Dual Drum type.....		1.85
Concrete Mixer Operator—Mobile type.....	1.50	1.75
Concrete Pump or Pumpcrete Gun Operator.....	1.50	1.65
Drilling Machinery Operator, including water wells.....	1.625	1.70
Elevating Grader Operator.....	1.50	1.825
Engineer—Locomotive Operator.....	1.625	1.75
Engineer—Dinky Operator.....	1.375	1.55
Generating Plant Engineer.....		1.50
Heavy Duty Repairman.....	1.50	1.75
Heavy Duty Repairman, Helper.....	1.125	1.40
Highline Cableway Operator.....	1.75	2.00
Highline Cableway Signal Man.....		1.80
Elevator Hoist Operator.....	1.50	1.65
Material Loader or Conveyor Operator.....	1.375	1.50
Mechanical Tamper and Finisher Operator, concrete or asphalt.....	1.625	1.75
Motor Patrol Operator, including any type power blade.....	1.625	1.875
Oshkosh or D.W. 10 Operator.....	1.625	1.875
Pavement Breaker Operator.....	1.50	1.70
Piledriver Operator, including Derricks or Locomotive Cranes.....	1.75	1.90
Piledriver, Apprentice, including Compressors, Pumps, Firemen, Oilers or watchmen.....	1.25	1.45
LeTourneau Pulls, Terra Cobras, LaPlant Choate and similar types of equipment.....	1.625-\$1.75	1.90
Pump Operator.....	1.25	1.45
Roller Operator.....	1.50	1.75
Ross Carrier Driver.....	1.375	1.55
Tow Blade or Grader Operator.....	1.25	1.55
Tractor Hi-Lift Shovel Operator (all sizes).....	1.625-\$1.175	1.90
Tractor Operator—Bulldozer, Tamper, Scraper or Drag type shovel.....	1.50	1.75
Tractor Operator—Side or End Boom Attachments.....	1.75	1.90
Tractor Operator—Scraper or Drag type shovel—Tandem.....	1.75	2.05
Train Handlers—other than engine crew.....	1.125	1.325
Trenching Machine Operator—all sizes.....	1.625	1.875
Universal Equipment Operator (Shovel, Dragline, Derrick, Derrick Barge, "A" Frame Boom Truck, Clamshell or Crane).....	1.625	1.90
Shovel Crew working underground shall receive per day over and above the regular rate.....		1.00

Fall river dam job starts; 47 already placed

By E. A. HESTER
Business Representative

Redding—Morrison-Knudsen got off to a good start on the dam project at Fall River Mills. There is about 350,000 yards of excavating. This will be a dirt filled dam and is expected to be completed by July 1947. Forty-seven Engineers have been cleared for this job and we expect to clear a few more before the job is filled. Adolph Hadlin is the superintendent.

Ball and Harms have not as yet started their new job at Shasta, but rumors are that they will start moving equipment in this coming week.

The Utah Construction Company are moving more equipment in near Dorris and calling for more men.

New Housing Project

McDonald and Kahn have started another housing project in Fort Jones. They are now working on similar projects at Alturas, Canby, Tule Lake, Klamath Falls and Dunsmuir.

Phoenix Construction Company was low bidder for the canal job between Anderson and Clear Creek. This job has started.

N. M. Ball and Son got another federal road job near Hayfork and are calling for more men. Brother T. E. Iving is superintendent and Brother Judson L. Grey is pushing.

E. B. Bishop is going full blast with a large force of engineers on his 29-mile road job at Cedarville. D. Gerald Bing has about finished his part of the work on this job.

Harms and Brown are full handed for the first time on the federal road job in Trinity County since they started work.

Rigs Now Working

Wixon and Crowe have four rigs working on the right-of-way for P.G. & E. out of Douglas City. Ray Byers has about six rigs on the same project. John Trisdale has two rigs.

A. A. Tieslau and Son have finished their Seaman Gulch job and have moved to Nevada to do a road job there.

Tyson and Watters are still doing some work in Redding.

Bill Jones has his rigs working for the Phoenix Construction Company.

J. P. Brennan has started his sewage disposal job in Redding.

The Western Pipe and Steel Company have started fabricating pen stops for Shasta Dam Power House. I am having difficulties in convincing them and the Boiler-makers that the jurisdiction of the operation of overhead cranes comes within the jurisdiction of the Operating Engineers.

Everything seems to be going along pretty well on the Proctor Bridge job at Red Bluff.

There are numerous other small jobs going on in this district. Most everyone seems to be happy. Work seems to be increasing here in this district and we have no idle men.

Personal Items

Brother J. S. Cable was injured seriously when his tractor turned over. He is now in the Memorial Hospital in Redding, so far holding his own.

Brother Joe Nachreiner has deposited his service withdrawal card and has gone to work on a brand new N.W. shovel for Red Taylor in Cottonwood. Brother John Paulicek has deposited his service withdrawal card and is working for Utah Construction Company on a 20-B at Merrill, Oregon. Brother Cyril Reed has been discharged from the service for quite a while, but he got pretty badly messed up

GREEN TELLS CONVENTION

(Continued from Page 1)

tion amend the constitution to step up present per capita rates under which international and national unions, are paying 1½c per member up to 300,000 members and 1c each for those over that figure. Local unions and federal labor unions are now paying 35½c a member a month.

Under the terms of the Council's amendment, the international and national unions would pay the AFL 2c a month per member up to 200,000 members and 1½c a month each on all over 200,000 members. The local unions and federal labor unions would pay 36c per member a month.

Financial Report

AFL Sec.-Treas. George Meany informed the convention that the treasury had a balance of \$1,742,077 at the close of the fiscal year, Aug. 31, 1946.

Of this total, he said, \$1,500,975 is in the defense fund for local unions and the balance of \$241,102 is in the general fund.

Meany said the AFL had spent \$344,944 more than it took in during the year. Total receipts were \$2,280,979 and expenses came to \$2,625,923.

Membership Record

AFL membership has climbed to a grand total of 7,151,808, according to the report of the AFL Executive Council. The figure is 220,587 higher than in 1945.

At the same time the Council said the AFL had spent almost \$1½ million in 12 months ending Aug. 31, 1946, for organizing activities. The exact figure was \$1,453,042.

Convention Televised

Crowded into the Morrison Hotel's Mural Room with 650 delegates squeezed close against ten long tables, the convention opened under the blazing heat of six super-powered kleig lights.

The glare was for a television battery—the first American labor convention to be so publicized.

After preliminary greetings from city and state officials, AFL Pres. William Green made his keynote address, followed at the afternoon session by Gen. Omar K. Bradley, head of the Veterans Administration.

Other Developments At the Convention:

Executive Council said AFL should continue work for passage of anti-lynch legislation and elimination of poll tax laws in seven southern states. It was announced there were 450,000 Negroes organized in AFL unions in the South.

Contrary to custom, Secretary of Labor Schwelienbach was not invited to address the convention. It is reported AFL officials felt he was too friendly to CIO.

President Harry Truman wired convention full production must be labor's contribution in the war against inflation. He pointed to the long record of labor gains won by the "enduring trusteeship" of the AFL.

Executive Council announced chartering of four new international unions since last convention two years ago—Office Employees, Natl. Assn. of Postal Supervisors, Natl. Farm Labor Union and Radio Directors Guild. A Maritime Trades Dept. was also set up.

WON THE NEXT LAP

NEW STENO: "Well, at last I've got a raise in salary."

OLD STENO: "Honestly?"

NEW STENO: "Oh, don't be so inquisitive."

and has been under the doctor's care since he came home. He is now okey and back on a D-S for M. W. Brown at Hayfork.

Shortages delay bridge; tractor shop elections

Marysville—Pomeroy's Feather River Bridge job has reached a standstill. The last of the piers have been poured and nothing remains but the abutments and 3000 tons of structural steel which is tied up due to delays on intercoastal shipping. This means a shut-down of about six weeks.

Tractor Elections

We have been told that the NLRB intends holding the tractor shop elections in the middle of this month. This will include four shops in this area. Contracts in the Chico district are being negotiated with the Chico Sand and Gravel Co. as well as Donner and Stearns. This will strengthen Local 3 in the Chico district.

Lester Rice is making real progress on the arterial approach to the bridge. The customary spreader box is now suspended on the dozer tackle on the front end of a D-8, the truck dumps in the frame, the cat in low gear and a slick sub-grade is the result.

Gold Digger Meet

Yuba Consolidated, the gold diggers, met on the 8th and a lot of constructive ideas and suggestions changed hands. A grievance committee was set up and ways and means of handling various issues concerning this firm is, I hope, now in the making. The first meeting and order of business is the clean-up gang which meets on Friday, the 11th. After the first excitement of buck-season has passed, we will get moving. Earl Parker has a couple of rigs at Meridian, five on the bridge and some 15 leveling land. The shops never seem to be completely down, always a rig or two to keep the gang busy.

Brother Arnick dropped in to advise that he was loading a ¾-yd. quickway out of Oroville for Eureka. Tried to get an operator to go along for about 6 weeks but no luck.

Dave Haney is making real progress with the dirt on the Teichert job at Camptonville. Clearing and burning on the right-of-way is the pre-rainy problem but not for long. Bob Boyd, Jim Ashford and 21 other engineers are keeping this job in shape.

Continue Leveling

Claude Young, Schlegel & Lewis and Larry Roper are still land leveling in Sutter Basin and will continue until the rains drive them out. At this writing we are some eleven operators short in everything, blade, cats, mechanics, oilers and what else, with the pheasant season at hand, ducks coming up and shooting 3 pointers 6 miles out of town—almost in Hammonton—and if you don't get a buck there are always the wild goats, and Marysville is a good town to live in, plenty of Shelley supporters.

San Jose

(Continued from Page 4)

a broken leg. Brother Lawrence Holst, son of "Chris" Holst, has been inducted in service and was issued a service withdrawal card.

I regret to report the death of Brother Richard R. Eustice who was on service withdrawal and who recently returned from the armed forces. He was burned to death, with his two baby daughters, in an accidental fire.

In conclusion of this report—All you brothers of Santa Clara County who are registered to vote don't fail to do so at our next election, November 5th. VOTE FOR WHO? Well, you know!

News from the San Francisco office

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

San Francisco—Ben C. Gerwick is getting set for his new pier job which will start about the first of the year as the underwater excavation now being done by Case-American will not be finished until about that time. There is a large amount of sheet piling as well as wood piling involved so that several rigs will be kept busy when they do start. Outside of Hunters Point, about the city, a large amount of construction work is in progress such as: Chas. Harney on the two old cemeteries off Geary and off Post Street.

This has been a long job with many rigs being used and there still is considerable work left to be done, including the street grading and paving. He also has several of his rigs back out in the sand hills in the Sunset District making more room for new homes. This has always been a good winter job because of the sandy soil so the rigs have begun to drift out that way. Piombo Bros. have moved back on to the Laguna Honda Reservoir job after having let the job set for a considerable length of time. Several cats and carryalls are now moving muck.

Pacific Pipe Lines have a large pipe job on Clay Street. Several brothers are being kept busy on this job.

Complete Paving

Lowry Paving have about completed their Geneva Avenue conduit job for the telephone company but in addition they have several other jobs for both the P.G.&E. and Pacific Telephone to start on, which will keep the regular crew of Lowrys busy for some

time to come. Their hot plant is in operation nearly every day also.

Big Worker Demand

Increased activity in the supply of catskinners, blade operators and oilers in this area but we have so far managed, with the help of the outside offices, to man all jobs.

At Hunters Point considerable activity is noticeable in the construction field. Piombo Bros. are finished with their excavation work, they have one shovel left in operation clearing up stock piles.

Crane Turns Turtle

American Bridge Co. still are in operation although they suffered a severe setback on Sept. 20th. The big Gantry crane they were using for erection turned over and seriously injured two of our brother engineers, Brothers Leonard Wans and Nick Thill, who are in St. Mary's Hospital. Brother Thill is still in serious condition with possible internal injuries. The accident will slow up the erection about three months, according to the superintendent.

Erbenbraut & Sumners are still working on their large warehouse with one crawler rig and two material hoists in operation.

Peter Kiewit Company's job on the machine shop extension is steadily progressing, a material hoist and handi-crane being used.

J. I. Barnes Co. job on the boiler and plate shop building is a bee-hive of activity with Shovel & Truck Service Co. doing the inside excavation, Anderson & Rowe installing all of the underground utilities, and Mallot & Peterson doing the roofing work.

Eaton and Smith are still running an occasional batch of hot stuff into the Point on streets and parkways.

Big Sewer Job

M & K Corp. has two large sewer

jobs in progress. The Church Street job which has been under construction for a long period of time will still take several months to complete. M & K are making good progress also on the 17th Street job, there is a large amount of excavation and piling work involved on this job which will keep several of our brothers busy for a long while yet.

Eaton & Smith are starting on their Guerrero Street job which consists of sidewalk setback and traffic islands and, finally, repaving. Two shovels and compressors are being used at present. They are still hauling rock from the pit in Mira Loma Park to the Clipper Street extension job. Several rigs are still busy on both jobs. Their shop is keeping our repairmen busy at present keeping all the rigs in operation.

Barrett & Hilp have a large number of our brothers employed on their Federal Housing project at the Crocker Amazon Park. Several repairmen, truck crane operators and oilers are kept busy in the erection of these temporary homes for veterans.

Start Rock Fill

Healy-Tibbetts have finally gotten under way on their rock fill job at Mission Rock, the progress is slow at present but no doubt will speed up as the work continues. This operation is rather unusual in nature as the rock has to be barged in from South City and then pushed off the barges with a dozer.

Clinton Construction Co. warehouse job for the Standard Oil on Irwin Street is furnishing employment for a couple of the brothers at present. Cahill Bros. has three large building jobs in progress at present, their own office building on California Street, the extension to the Furniture Mart and an addition to the S. F. Brewery on

Tenth Street, all of which has made several jobs for the engineers on material hoists, compressors, clam shells and steel erection.

Dinwiddie Construction Co. are still going strong on their building remodeling job for I. Magnin Co. with several brothers still employed on compressors and building material hoists.

Ship Repair Slow

Ship repair work along the waterfront is so slow at present that there is nothing to report upon.

The wages for the employees of the State Harbor Commission have been set and O.K.'d and now are awaiting the process of being put into effect by the State Personnel Board, the effective date for the dredgers being June 1, 1946; the piledriver engineers July 1, 1946, and the roller men August 15, 1946.

Peninsula District

Construction work continues to increase in this area, more members being cleared for employment from this office each month.

The bids for five and one half miles of Bayshore Freeway were opened on the 18th of this month. Macco M & K were the low bidders, this job calls for about three million yards of fill.

Piombo Bros. are getting along very well on their jobs, the overpass at South City and the county road job at Redwood City.

At the Port of Redwood the R. J. Dunlap Co. have increased their forces and are employing about twenty-five of our men.

Job at Tanforan

The work on the Tanforan race track still continues with a small crew. There is quite a bit of activity at the Bay Meadows track. The California Jockey Club are putting in a large red rock fill on which to build the new stables, the California Paving Co. furnishing the

rock. This company is also furnishing the rock for the San Mateo Airport. The Guy F. Atkinson Co. is going full blast on its job on the Bayshore Freeway. This is now a 48-hour operation, Ken Cummings doing very well as steward on this job.

At Colma the Henry Doelger Co. is busy on a large grading job, also Floyd Watson has several of our members employed there on real estate development. This work is almost a continuous operation; as soon as a certain area is finished these firms start in on a new one.

R. A. Farish has a cat job at the Buri Buri ranch at Boden, Brother Boyd Gable acting as foreman.

At Belmont the Standard Building Co. is busily engaged on a housing project. This is a cat job, several of our members being employed.

Many Paving Jobs

The Union Paving Co. has several jobs in this district at Lomita Park, San Bruno, San Mateo and Redwood City, Brother Ernest Gresot is in full charge of these operations.

Peter Sorenson is working a full crew of our men on various jobs throughout the district, C. Dudley De Velbis is also working in this area and several other contractors including G. C. Smith, Brown & Keeble, Ted Bloomquist, Jensen and others.

Macco Const. and Morrison & Knudson have a new job at the United Airlines, several of our members working there.

Promotions seem to be in order at the Macco M & K job at the San Francisco airport. Local Union 3 was successful during the past month in negotiating new contracts with the rock quarries in this district, these firms are now operating on our new A.G.C. construction scale.

Round-up of the news from Utah

By C. L. Casebolt, T. L. Clark, C. R. Van Winkle and L. G. Ostler, Business Representatives

Salt Lake—The contractors working in this state are showing a very co-operative attitude and are observing terms of our A.G.C. Agreement in a very satisfactory manner. Whenever a difference of opinion has been discovered, in a majority of cases, there has been no intent to violate the terms of our agreement but rather it was a difference of opinion as to how the terms should be applied. These differences are being rapidly eliminated.

Our own membership can help a lot by, first learning the agreement (copies will be supplied upon request) and, secondly, by refusing to violate the terms of the agreement if requested or ordered to do so by the contractor or his supervisors. This is especially true in regard being cleared to the job. If the contractor wants you to go to work for him, see that he places an order for the classification he wants you to work at and requests you.

In doing this you require him to recognize your union (and it's your union) and get him into the habit of observing the terms of this agreement with your union. If you do this, we will guarantee that you will be cleared to the job (unless a dispute exists) and that you will not be inconvenienced, if too far from the office a clearance will be mailed or brought to you.

Turn About Fair Play

When your union signs an agreement with an employer, we

expect him to keep his side of the agreement, both in the letter and the spirit. In return the employer expects the same treatment from our union, which is the membership. Our membership must learn their responsibilities under our agreements and live up to them. This means showing up on the job every day, able and willing to work, being willing to accept work where the work is and when cleared to a job, reporting to the job.

It is to be admitted that only a very small minority of our membership show a lack of stability and responsibility, but this small minority makes it tough on the large majority. When a member takes a clearance out of one of our offices, that office expects him to report to the job at the time set forth in the clearance. If he doesn't, the employer involved may be greatly inconvenienced and form an entirely wrong idea of our union. If for some reason you cannot go to the job, report that fact immediately to the office so that another member may be dispatched to the job.

Co-operation Asked

Remember, also that the equipment we operate is costly and that each one of us is a key man. A carpenter or a laborer may lay off and not be missed but when an operating engineer lays off it means, in most cases, that an expensive piece of equipment is laid up for the day or longer. If you must lay off, inform your employer as far in advance as possible so that he may secure a substitute or make such arrangements as he

feels necessary. Also inform the nearest office of your union so that the Business Representative can take such steps to protect your union as may be needed.

In case an emergency arises, contact your employer as soon as possible, also inform your union office. This will give both a chance to properly take care of the situation and, in case of accident or illness, a chance to be of assistance to you. If we do this, the employer is going to form a far better idea of both you and your union and make it much easier to secure better conditions and wages.

Wage Scale Delay

We have had some delay in getting our new wage scale approved by different governmental bureaus. J. Warren Stapleton, Chief Labor Relations Officer of the Bureau of Reclamation, spent several days in Utah to assist us in adjusting several minor matters and has informed us that the Bureau of Reclamation will start paying our new wage scale on their force account work, Monday, October 7, 1946. They have also put the new rate into force in the Ogden area.

Considerable effort has been put forward, with the help of Brother Van Winkle, which took considerable time, in compiling a proposed new agreement to present to the Geneva Steel Company under the new certification. This was delivered to the company some time ago but due to the company's preoccupation with the new construction, no date to start negotiating was set. As this is written the company is showing its usual inclination to get technical and to stall. They

have been informed in a firm manner that this must stop and before this sees the light of day we are sure the negotiations will be in progress.

Grievance Committee

Bingham Canyon's new Grievance Committee and a new Safety Committee has been elected. Brother Norman Peterson is the new steward and chairman of the Grievance Committee. Any members having a grievance or wishing to pay dues should contact Brother Peterson and he will see that they are taken care of in the proper manner. Brother Peterson is an old hand at the game, having served as financial secretary for Local 353.

Up until the present time we have not been able to negotiate a suitable agreement with the Utah Copper Company; however, negotiations are continuing and we may be able at a future date to conclude this long drawn out affair.

New Agreement

In last month's issue we promised to tell of another machinery firm under agreement with this Union. The Lang Machinery Company are employing a large number of our members in their machinery department. This agreement has been drawn up with the Utah Metal Trades Council of which we are a part, bringing us under the terms of that agreement. While this agreement is not entirely to the Union's liking, it will be renegotiated the first of the year.

The Lang Machinery Company handles a standard line of equipment which our members operate

daily and our relations with this company are good. Therefore, we are asking our members to patronize this company and purchase their products whenever possible.

The equipment industry is a large field and we are making very good progress toward its organization.

Stationary Field

During the past month we have been successful in the stationary field. Our new scales in this compares favorably with the construction rates. We would like to call special attention to the stationary branch of our Local and request that our members take advantage of the opportunity in that line of endeavor.

We will have to omit enumerating the various jobs in Utah at the present time. To cover them all is a matter of covering the entire roster of the Associated General Contractors and many, many smaller contractors who are not members of the A.G.C.

With a very few exceptions we are having good relations with the contractors and we hope to arbitrate the few difficulties that we have.

Work in general is holding up well, new jobs are being let right along, many which will not get started until spring and a great many will not be completed this winter. All in all, conditions look more favorable at this time than any other time during the past year.

Sign on East Side building: "Room for rent. Small family preferred."—ED SULLIVAN.

What's doing in the Oakland office

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

Oakland—At this writing of our monthly report from the Eastbay Area we think the most important bit of news to the members residing in and around Oakland is the fact that we can now announce that the contract has been let and work started on the new building. This building will be the future home not only of the Engineers living in the Eastbay, but of all those brothers who may, from time to time, find it convenient to use its facilities.

While this project is one on which not much of the work is being done by Engineers, it is one which they will be able to point to with pride for it is their building. The work is being done by Stolte, Inc., an organization with which we have enjoyed very friendly relations. We feel that

they will do a bang-up job in the quickest possible time. We will be looking forward to seeing you in our new home around the first of the year!

Employment Spotty

As to work in this area, it still continues to be spotty, with numerous requests for dirt handlers but little call for crane operators. The "Out of Work" list continues to hold about the same in number. We are short of blade men and cat skimmers, a condition which we presume will change as soon as the rains set in, inasmuch as there are no large earth moving jobs contemplated for this area.

Soule Equipment Co.

Following is a statement recently received from Howard L. Stille, vice president and General Manager of the Soule Equipment Company. It not only tends to bet-

ter acquaint us with the history and growth of this Northern California concern but also points out the type of service we have been able to render and the good will that exists between this company and our union.

"Loyalty of employes is the greatest asset a business man has. Without employe loyalty no business can endure regardless of bank balances, invested capital, etc. An employer must have the confidence and respect of the people who make the business run if he is going to get and keep his share of the available business.

"This loyalty results from the employer's respect for his employes, and his efforts to make his place of business a better place to work.

"Here at Soule Equipment Company every effort is made to constantly improve working conditions with safety, cleanliness and

promotion from within the ranks as the outstanding factors. Our insurance carriers tell us that we enjoy the lowest compensation insurance rate in the industry. This does not mean a great saving in dollars, but does reflect the results of our efforts to provide all available safety features and reduce accidents.

Started in 1944

"The Soule Equipment Company was incorporated in July of 1944 to sell and service construction equipment throughout Northern California. We handle such nationally known lines as R. G. Le-Tourneau, Inc., Bucyrus-Erie and Diamond Iron Works. From the inception of this company it has always been our policy to cooperate fully with the Operating Engineers, Local 3, and we have always used their hiring facilities. Our relationships have remained at the highest level through all of our negotiations. No union man

has lost work through any labor dispute since our original labor contract was signed, and this very pleasant and desirable condition will continue to exist as long as we all do our part in promoting loyalty and understanding between employer and employe."

ATTENTION!

MEMBERS LIVING IN SAN PABLO AND RICHMOND AREA!

Carl Davis, member and former Business Representative of Piledrivers, Local 34, is up for re-election to the office of Justice of the Peace, Tenth Township, San Pablo Justice Court, at the General Election on Tuesday, November 5, 1946.

We are extending our wholehearted support and urge that you do not forget him when you go to the polls!

Getting around the jobs

The \$1,700,000 Fifth Ave. overpass job being built by Stolte, Inc., and Duncanson-Harrelson Co., is beginning to take shape at last. There are approximately 10 members employed on this job and the only difficulty they are encountering at the present time is getting enough piling ahead to keep the two drivers moving. This, the first unit of the East Shore Freeway linking Oakland and San Jose, will carry the highway from Fallon St. at Fifth and Sixth Sts. over the Lake Merritt Canal and the Western Pacific and Southern Pacific railroad tracks to Ninth Ave. It is 2555 feet long, 85 feet wide and provides a six lane divided highway supported on wood piles, concrete footings, columns and girders, structural steel longitudinal beams and a reinforced concrete deck. The freeway will connect the Bay Bridge in Oakland with the Bayshore Highway, just north of San Jose. It will provide 40 miles of fast highway without a grade crossing, with six lanes for traffic in the city and four lanes in the rural districts. Major grade separation structures are to be built at Fifth Ave., Nineteenth Ave., Twenty-Third Ave., Twenty-Ninth Ave., Fruitvale Ave., High St., Hegenberger Road and San Leandro Creek.

Alameda Benefits

It has also been announced recently that Alameda will gain direct access to the Freeway with the construction of the Doolittle Drive extension at an estimated cost of \$300,000. Aside from giving this city a much needed highway connection the road will provide a direct route to the Oakland Municipal Airport. Plans call for extension of the Drive along San Leandro Bay and the Channel leading to Oakland Airport and thence along the S. P. right of way to the intersection of Hegenberger Road, Jones Ave. and the Freeway.

New Company Starts

We are pleased to announce that a new construction company, owned and controlled by three of our members, is being formed. The organization, to be known as "Earth Movers, Inc.", will have offices in Brentwood, and will have Brothers Merle Botts, Larry Meahaffey, Jr., and Jess Muller acting as spark plugs with Pat Meehan running the office. Inasmuch as these boys have had extensive experience in this section of Contra Costa County, we feel they are well equipped to handle work in this territory and will be a credit

to Local 3. They have two cats and a dragline at the present and will be acquiring additional machinery from time to time.

Brother Z. E. Scott, who is hot plant foreman for the Heafey-Moore plant on High St., reports that they are very busy furnishing black top for the City of Oakland and the County of Alameda. Brother Henry Stockel, who is feeding the plant, has snagged a comparatively new Coring and we note that he has the P.&H. sitting to one side.

Osborne Winds Up

The Osborne Engineering Company has practically finished erection of their new steel fabricating plant at the foot of Davis Street in San Leandro, where they will fabricate steep shapes for all types of buildings and bridges. This will be one of the most modern plants in the Bay Area and will furnish employment for a few of our members.

Peerless Agreement

During the past month we consummated an agreement with the Peerless Iron Works, another firm which is engaged in the fabrication and erection of steel. In this agreement, which includes a liberal vacation clause, we were able to secure a substantial increase in wages for our members employed in the plant.

Brother Art Swanson, steward in the Independent Construction Company Yard, reports that Johnny Graham, plant foreman, is taking a well-earned rest, and that Brother Henry Fernandes is acting as foreman in his place. This company is furnishing plant mix to the Army Base and the City of Oakland, with Brother Joe Naimy on the crane feeding the plant.

Brothers Al Kingwell and Jim Henry are pushing on the Harms Brothers spread on the Willow Pass Road between Concord and Pittsburg. They report that everything is coming along in good shape with 16 members on the job at the present time.

J. H. Pomeroy's job at the Columbia Steel Plant at Pittsburg is moving right along. At this time they are pouring approximately 100 yards of concrete per day and expect to increase this amount to 200 yards very soon.

Laying Gas Lines

The Pacific Pipeline Construction Company is laying gas lines

in the Rio Vista area. Brother Guy Jones is at the throttle of the Smith Rice Derrick Barge, digging the trench across Suisun Bay for the pipe line.

The Bechtel-McCone Company have closed their shop in Pittsburg which they have maintained since early last spring. They are moving most of their operations to Los Angeles.

Guy F. Atkinson still have a few members on their highway job at Concord at the present time. However, they anticipate moving to Sacramento in the near future.

R. G. Clifford has 3 members employed in Niles Canyon. These boys are driving test piling for the new highway bridge.

Sheldon Oil Company has 14 members working on various small jobs in the Rio Vista and Antioch areas.

Two cranes belonging to Moore Dry Dock and the J. Philip Murphy Companies respectively, have been moved in on the Swinerton and Walberg job at the Fibreboard Plant in Antioch.

Rio Vista Meetings

During the past month two meetings were held with the members residing in the Rio Vista area, where we have encountered considerable difficulty with one of the local concerns, namely the Blackwelder Iron Works. After exhausting all the resources at our command it became necessary to place pickets around this plant. We believe we have a just grievance against this company and we are confident that in due time it will be settled to the satisfaction of those who work for a living, as the records have proven that is the way all such grievances have terminated in the past.

M. K. and Stolte still have a few members working on the Fairfield-Suisun Airbase. This job, which started over a year ago, is complete with the exception of a few finishing touches. The only remaining work to be done is on the hangar and the hospital. The foundations for the hangar are entirely poured but there is still considerable uncertainty regarding the hospital job which has been hanging fire for some time.

Maybe King Tut?

Stolte, Inc., while working on their sewer line job on Davis Street

in San Leandro, recently ran into something unique in the way of excavation. While digging the trench, which ran from 15 to 25 feet in depth, the dragline disturbed an old Indian burial ground and unearthed some very interesting relics. Along with portions of skeleton and bits of shell, various size stone mortars were turned up. Brother W. H. Smith, foreman on the job, reports that there are approximately 12 members out there

News about the brothers:

Brother Charles J. Henson is sporting a cast on his forearm as the result of an accident with a roller not long ago. It seems Charlie had just started down a steep hill when the machine jumped out of gear. There were several homes directly in its path and he immediately saw he had one alternative—to let it run down the hill and trust to luck it wouldn't hit someone or to turn it into a bank. He immediately chose the bank and in the ensuing tangle broke several bones in his hand and arm. It is coming along nicely though and he says it will be as good as new before long. We think he is to be highly commended for his quick thinking in preventing what could have been a very nasty crack-up.

Visit from Pete

Brother Pete Bowman, who has been doing a fine job as steward at Pacific States Steel in Niles, dropped into the office the other day and told us he is going to take a trip to Portland. We are very sorry to see Pete leave, but hope he has a very pleasant trip. Meanwhile, Brother O. L. Teague has consented to act as steward in the plant, where approximately 52 of our members are employed on the three shifts. Brother Teague formerly acted as steward at Moore Dry Dock where, at all times, he gave satisfactory service to his fellow members and to his union, and we feel that he is well qualified to fill the shoes of Brother Bowman.

Brother George Freeland, better known to some of his fellow members as "Beechnut," says that in his declining years this bay fog has begun to pierce and chill his pore old bones. Therefore, he has finally persuaded that lovely lady, his wife, to move to a more salubrious climate. George says he is taking all six of his rabbits, some fence posts and a grub-hoe and moving to Roseville, where, he hopes, that in the summertime at least, he won't experience those terrible chills.

at the present time and we presume most of these fellows will get a kick out of being able to do a little souvenir hunting right on the job site.

The East Bay Construction Company has just about finished the grading work on Encinal Avenue in Alameda. Independent Construction Company has moved in and started laying approximately two miles of black top.

Brother Ed Trenholm recently returned to the Bay Area after nearly a year spent in Alaska. Employed in a supervisory capacity by the Bristol Bay Mining Company, Ed was engaged in installing a bucket line dredge during his stay in the cold country.

Champion Traveler

Another of the members who likes to get in a little traveling along with his work is Brother Jack T. Woodall, Sr., who recently returned from Venezuela. Travel—(Continued on page 8)

Congress, 7th Dist.



PATRICK W. McDONOUGH

PATRICK W. McDONOUGH, candidate for Congress in the 7th District, won the Democratic nomination in the primary for the post formerly held by John Tolan, who declined to run for re-election. McDonough is not only a progressive, pro-labor manufacturer in the East Bay, but for years has been a leader in the liberal, pro-Roosevelt wing of the Democratic Party. No finer type of congressman to serve all the people could be elected than McDonough.

Daily report of awards for construction jobs

(Compiled by P. E. Vandewark)
September 18, 1946

SAN FRANCISCO, Calif., contract awarded to Duncanson-Harrelson Co., \$42,715, by Dept. of Public Works for replacing Baker St. storm water outfall sewer.

September 16, 1946

SACRAMENTO, Calif., contract awarded to H. V. Cross as follows, by State Division of Architecture, Public Works Bldg., for temporary steel bldgs. at:

Humboldt State College, Arcata, Calif.	\$8626
San Jose State College, San Jose	9985
San Francisco State College, S. F.	3695

SACRAMENTO, Calif., contract awarded to Fredrickson Bros., \$512,573, by Calif. Div. of Hwys. for 5.7 mi. grade and conc. paving and const. 5 bridges, betw. S.H. No 7 near Vacaville and 0.5 mi. N. of Sweeney Creek, Solano County.

SACRAMENTO, Calif., contract awarded to Fredrickson & Watson Const. Co., \$182,335, by Calif. Div. of Hwys. for 17 mi. grade and suff. with crusher run base and Plantmix surf. betw. Rte. No. 37 in Auburn and Wise Canal, Placer County.

SACRAMENTO, Calif., contract awarded to Granite Const. Co., \$88,995, by Calif. Div. of Highways for 0.3 miles grade and plantmix surf. and const. reinf. conc. bridge at Waddell Creek about 7.4 miles north of Davenport in Santa Cruz County, Calif.

SACRAMENTO, Calif., contract awarded to C. M. Syar, \$29,966, by Calif. Div. of Hwys. for 0.4 mi. grade and imported base mat placed at Red Bank Creek and Lost Creek

SACRAMENTO, Calif., contract awarded to H. W. Ruby, \$249,626, by Calif. Div. of Hwys. for const. struc. steel girder bridge and about 0.26 mi. appr. graded and bitum. surf. tr. applied at N. Fork of American River.

SAN LEANDRO, Calif., contract awarded to John Pestana, \$32,713, by City Clerk for const. storm sewer on Davis St. betw. Gardiner Blvd. and S. F. Bay.

SAN LEANDRO, Calif., contract awarded to Central Calif. Const. Co., \$82,219, by City Clerk for const. of a reinf. conc. sewage pumping station and fun. and inst. all nec. mechanical and elec. equip. at the San Leandro Treatment Plant.

September 17, 1946

SUNNYVALE, Calif., contract awarded to Louis L. Fitinghoff, \$38,924, by City Clerk, for const. of sanitary sewer in Maude, Matilda and California Aves.

September 18, 1946

SAN FRANCISCO, Calif., award to Raymond Conc. Pile Co., \$2270 by Dept. of Public Works, for test borings for proposed sewer trestle across Lake Merced.

September 19, 1946

SAN FRANCISCO, Calif., contract awarded to M. B. McGowan, Inc., \$16,838, by Board of State Harbor Comms. for repairs to fender line on south side of Pier No. 54 and adjacent bulkhead wharf, San Francisco Bay.

SAN FRANCISCO, Calif., contract awarded to H. C. Reid & Co., \$26,750, by Public Util. Comm. for const. of a street lighting system on Fell St. betw. Baker and Stanyan.

September 20, 1946

SACRAMENTO, Calif., contract

awarded to L. Biasotti & Son, \$17,169, by U. S. Engineer Office, for levee set back at Nile Mi. 35.9 along W. Levee of Sacramento River and at Hollenbeck on Miner Slough.

SAN FRANCISCO, Calif., contract awarded to Charles L. Harney, \$11,988, by Dept. of Public Works, for asphalt concrete paving, sewers, etc., on Wawona St., between 43rd and 44th Ave.

SAN FRANCISCO, Calif., contract awarded to Fay Improvement Co., \$9824, by Dept. of Public Works, for asphalt concrete paving, sewers, etc., on 36th Ave. betw. Pacheco and Quintara.

September 23, 1946

SACRAMENTO, Calif., contract awarded to Granite Const. Co., \$148,648, by Cal. Div. of Highways, for 4.5 miles grade and asph. conc. paving on Leavesley and Ferguson Rds.

MARYSVILLE, Calif., contract awarded to C. C. Gildersleeve, \$11,614 by County Clerk, for repairs to one 200' steel span and 170' timber trestle approaches on Simpson Lane, Yuba River.

September 24, 1946

NAPA, Calif., contract awarded to E. E. Lowell, \$13,530, by City Clerk for grading and plantmix surf. on Pine St., betw. Walnut St. and Foothill Blvd.

MERCED, Calif., contract awarded to Nelson Materials Co., \$48,010, by City Clerk for grading and Plantmix surf. on J St. betw. 16th St. and S. City Limits.

STOCKTON, Calif., contract awarded to A. E. Downer, \$41,541, by City Clerk for const. of conc. storm sewer in Fairview Terrace.

SAN FRANCISCO, Calif., contract awarded to M. J. Lynch, \$41,328, by Public Util. Comm. for const. of field drainage system at S. F. Airport.

SAN FRANCISCO, Calif., contract awarded to Wm. Martin & Son, \$46,137, by Public Util. Comm. for alts. to storeroom, 24th St. Garage, Mun. Ry.

RICHMOND, Calif., contract awarded to Lee J. Immel, \$3676, by City Clerk, for grading surf. and sewers at intersection of 6th St. and Ohio Ave.

September 25, 1946

SAN MATEO, Calif., contract awarded to L. C. Smith, \$3158, by Board of Trustees, for paving of play area, grading, resurfacing, removing header boards, applying weed killer resurfacing walks and const. dirt ditch at San Mateo High.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, Inc., \$16,000, by the Sac. Municipal Util. Dist., for grading and paving at 59th and R Sts.

September 26, 1946

VALLEJO, Cal., contract awarded to George T. Mahoney, \$1496, by City Clerk, for conc. paving of Ford Alley from Monterey St. to Southern Pacific R.R. right-of-way.

SAN BRUNO, Calif., contract awarded to B. Miles Thomas, \$23.50, cy; \$2162, total, by City Clerk for conc. paving of Land Place betw. Angus Ave. and San Mateo Dr. San Bruno, involving 92 cu. yd. "A" concrete.

September 27, 1946

SACRAMENTO, Calif., contract awarded to J. R. Reeves, \$3534, by City Clerk, for asphalt conc. paving, etc., of 53rd St. betw. T and V Sts.

SAN FRANCISCO, Calif., contract awarded to E. J. Treacy, \$3712, by Dept. of Public Works, for asphalt conc. paving of Bonview St. betw. Cortland and Eugenia.

SACRAMENTO, Calif., contract awarded to L. G. Shalz, \$10,500, by Calif. Div. of Arch. for reconstruction of fishway, Clough Dam, Mill Creek in Tehama County.

SAN FRANCISCO, Calif., contract awarded to Fred T. Fairey, \$2120, by Bd. of Park Com. for inst. 377 1-ft. 16-in. wrapped steel storm sewer at Fleishacker Playfield.

SAN JOSE, Calif., contract awarded to Louis Angelus Co., \$64,481, by Burbank Sanitary Dist. for const. of conc. curbs and gutters in the district.

September 30, 1946

SACRAMENTO, Calif., contract awarded to J. R. Reeves, \$5450, by city clerk, for paving, etc., of 52nd St. from south line of R St. to north curb of T St.

SACRAMENTO, Calif., contract awarded to A. Teichert and Son, Inc., \$1976, by city clerk, for grade, pave, etc., of alley between X St. and Broadway from 18th to 19th Sts.

SAN FRANCISCO, Calif., award recommended to Johnson Western Co., \$60,315, by U.S. Eng. Office for dredging of the Noyo River from a point opposite the westerly end of breakwater to a point 110 ft. downstream from hwy. bridge at Noyo, Calif.

BERKELEY, Calif., contract awarded to Edwin J. Tobin, \$7272, by city clerk, for const. of storm sewer on 3rd St. between Jones and Camilia Sts.

October 1, 1946

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$157,664, by U.S. Eng. Office, for levee setback and levee enlargement at 3 sites along E. Levee, Sacramento River, between mi. 92.6 and 115.5.

GRASS VALLEY, Calif., contract awarded to Western Pipe and Steel Co., \$21,794, by Nevada Irrigation Dist., for furn. steel pipe and accessories for D-S Canal extension in the dist.

SACRAMENTO, Calif., contract awarded to Wm. B. Willett Co., \$10,482, by U.S. Eng. Office, for erection of steel warehouse at U.S. E.D. Yard in Rio Vista.

October 2, 1946

TRACY, Calif., contract awarded to McGuire and Hester, \$67,153, by city clerk, for const. of vitr. clay sanitary interception and lateral sewers.

SAN FRANCISCO, Calif., contract awarded to Johnson Western Co., \$60,315, by U.S. Eng. Office, for dredging of the Noyo River from a point opposite the westerly end of breakwater to a point 110 ft. downstream from hwy. bridge at Noyo, Calif.

SAN JOSE, Calif., contract awarded to A. J. Raisch by city clerk, for surfacing various sts. (1) Walnut St., Polhemus to Emery, \$8204; (2) St. James, 33rd to 34th, \$13,009; (3) Brooklyn-Forest to Garden, \$8605; (4) Bestor St., 11th to 12th, \$2834.

October 3, 1946

VALLEJO, Calif., contract awarded to E. E. Lowell, \$52,497, by city clerk, for concrete paving, etc., of Reo Alley, Alameda St. and Monterey St.

SAN JOSE, Calif., contract awarded to A. J. Raisch, \$8837, by city clerk, for asph. conc. paving of 16th St. from Taylor to Mission St.

October 7, 1946

VALLEJO, Calif., contract awarded to John C. Spalotta, \$7444, by Calif. State Division of Architecture for const. sewer lines and roads at the Vallejo State Memorial Home, Sonoma County, Calif.

SACRAMENTO, Calif., contract awarded to A. Teichert and Son, Inc., \$3278, by city clerk, for paving, etc., of alley, 15th and 16th St. X St. to Broadway, Sacramento.

VALLEJO, Calif., contract awarded to A. A. Douglas, \$12,883, by State Division of Architecture, for const. of caretaker's residence and garage at Vallejo State Memorial Home, Sonoma, Calif.

October 8, 1946

SACRAMENTO, Calif., contract awarded to Gunner Corp., \$778,949, by Calif. Division of Hwys., for 6.5 miles grade and plantmix surfacing of cement tr. base between 1/2 mile south of Fowler and Calwa Overpass, Fresno Co.

STOCKTON, Calif., contract awarded to Stockton Const. Co., \$21,976, by city clerk, for const. pumping plant for sanitary sewer in Sharps Lane, Stockton.

FRESNO, Calif., contract awarded to Ted F. Baun, \$3541, by city clerk, for grading paving, etc., of alley in Block 372, Fresno.

REDWOOD CITY, Calif., contract awarded to Underground Const. Co., \$15,773, by city manager, for installation of water mains in Redwood Terrace No. 2 Subdiv., Redwood Manor Subdiv., Oakdale St. between Whipple and Arlington; Hudson St. between Palm Ave. and Roosevelt; and Alameda de Las Pulgas, btween Brewster and Blandford.

HUGHSON, Calif., contract awarded to Manuel Smith, \$77,411, by Hughson Sanitary District, for const. of vitrified or conc. sewers in the district.

October 9, 1946

SACRAMENTO, Calif., contract awarded to Macco Const. Co., \$2,993,138, by Calif. Div. of Hwys., for 5.1 miles in length graded and paved with asphalt conc. on crusher run base, Bay Shore Freeway from Colma Creek in South S.F. to Broadway Ave., Burlingame.

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$20,950, by U.S. Eng. Office, for retard const. on the Yuba River, Rubke Bend to Dantoni.

SACRAMENTO, Calif., contract awarded to H. Earl Parker, \$161,500, by U.S. Eng. Office, for levee enlargement, East Levee, Sacramento River, Meridian Bridge to Tisdale Weir.

SAN FRANCISCO, Calif., contract awarded to S.C. Giles and Co., \$53,372, by Public Roads Administration, for 0.036 mile const. Carr Creek and Hayfork River Bridges, Trinity Natl. Forest.

October 10, 1946

MODESTO, Calif., contracts awarded as follows by Modesto Irrigation District, for construction of canal lining, cleaning, etc., canals and laterals in the districts. (1) To E. W. Smith, \$20,085, for No. 13C, North Bacon Branch. (2) To E. W. Smith, \$10,598, for No. 78, Colt Branch. (3) To Lloyd W. Terrel, \$15,101, for No. 157, Bakers-

field Ditch. (4) To Stanislaus Concrete Co., \$2150, for No. 227, Eyinger Branch.

OAKLAND, Calif., subcontract awarded to M. B. McGowan, for driving untreated and creosoted piles and ist. coffer dam of steel sheet piles for diesel engine pits at the Western Pacific R.R. Yard.

News about the brothers

(Continued from Page 7)
ing. is an old story to Jack, who during the past 20 years has been on foreign jobs almost constantly. This time he was employed by Raymond Concrete Pile, working on a refinery for Shell Oil on the Paraguana Peninsula. He said the nearest city of any size, Maracaibo, is 16 hours by boat and 45 minutes by plane and, as the Shell Company maintains two planes for transportation of equipment and personnel, few ever bother with the boat trip. The job has been shut down indefinitely due to lack of material and Jack is undecided at present just where he will be going next—but he knows it won't be long until he is hitting the high road again—after all, he says he hasn't seen China yet, and who knows . . . ?

Brother Chet Mayhaw announced recently that he is now a member of the Weston and May-hew Company, specializing in real estate and insurance. He is located at 1418 13th Ave., Oakland, and the telephone is KEllogg 4-1400.

Members Pass Away

We regret to report that during the last month the following brothers who have been working out of this office have passed away:

W. D. Johnson, Albert C. Gringel, and John Martin.

To the families and friends of these men we extend our sincere sympathy.

Brother W. W. "Bud" Allerton is now associated with the Cox-Wellman Company in the capacity of salesman. This company deals in all types of automotive and industrial equipment and supplies and "Bud" hopes to be able to serve many of the brothers. He can be reached at HIGate 2883.

Congratulations are in order for Brother George McDonald, who was married to Ida Beagle in Eureka on Sunday, October 13. On their return to the Bay Area they plan to make their home in Richmond.

Visit for Old Vet

We were recently honored by a visit from Brother Dave Cowles, one of our oldtime shovel operators. Born in 1883, he practically grew up with the engineering game and on July 1 of this year received his Certificate of Honorary Life Membership in the Operating Engineers. We feel that it would be an inspiration to many of our younger members to talk to the men like Dave, who have a feeling of pride and achievement in looking back through the years. Looking back, not only on the buildings, roads and dams they have helped to construct, but also on the advancement that has been made in unionism as we know it today. It is these pioneers in the labor movement that we of today owe so much, for it is through their dogged determination and the many sacrifices that they so generously made that we are now able to enjoy some of the better things in this world.