



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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SAN FRANCISCO, CALIF.



MARCH 15, 1946

Engineers Enter Pact With Natomas Company, One of World's Biggest Gold Dredger Firms!

\$250 Million Allocated For Public Works in California

(Release from Office of California State Federation of Labor)

San Francisco, California.

Over a quarter of a billion dollars was appropriated recently by the adjourned State Legislature to finance the largest public works program ever undertaken in California. In addition to tremendous allocations for building purposes, an additional \$22 million was appropriated for housing projects.

Shipyards To Re-open Next Monday, 18th

It's back to work next Monday, March 18, for thousands of Bay Area shipyard workers in many crafts, including members of Local 3, with a substantial wage increase which was attained after 4½ months of strikes and lockout.

The date was officially set by employers after conferences with Bay Cities Metal Trades Council representatives, thus ending the longest lockout in this area in recent years. Big locals immediately began voting on the terms, and by press time such large units as Shipfitters 9, Welders 681, and Boilermakers 6 had given unanimous approval.

It is 18 cents across the board, plus 11.6 for repair work, and, in addition, the increases are retroactive to Dec. 4 for those who can prove "reimbursability." For others, the increase starts March 4. Since most of the work in this area is repair, it is a 20-cent wage increase for the great majority of workers.

MACHINISTS SQUABBLE

Meanwhile, the uptown shop situation was in doubt, at press time Machinists 68 on Sunday voted to secede from the IAM, to accept 18 cents in the shipyards if employers will bargain with them as an independent union, and to continue the strike in uptown shops, where the Metal Trades Council does not hold contracts but its member union have contracts.

The fight between the IAM, which declared the unsanctioned strike at an end last Friday, and the rebel Machinists lodge, continued this week.

JOBLESS BENEFITS FIGHT

Meanwhile, the fight for unemployment compensation for locked out Metal Trades Council affiliates will continue, with the various unions taking the lead for their members. Individuals must let the union handle their cases, to save time and to make a stronger case. It began to appear that justice

Ammunition for union negotiator

Labor's productivity rose by ¼ — 25% — during the war. Four workers can now produce what it took five workers to turn out before the war. Increased productivity means the employer makes a higher margin of profit on each worker—and can afford to pay him a higher wage.

Workers Collect Back Pay Plus Interest

One hundred and twenty-eight San Bernardino building trades workers were recently paid \$19,783.30 plus \$1,996.60 interest in back wages because their employers had refused to pay their wages properly.

The recovery arose out of a suit to foreclose a mechanic's lien on 100 houses which these workers had built, and was brought by the California Division of Labor Law Enforcement. The case took two and one-half years for complete settlement.

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There is just as much horse sense as ever, but some days we think the horses have it all.—PITTSBURGH PRESS.

Months of organizing pay off as entering wedge is driven into gold industry

Following a protracted period of patient organizational work, Local 3, Operating Engineers has been rewarded with a signed contract with one of the largest gold dredging operators in the world—the Natomas Company of California. The story of the victory, made possible by the combined efforts of Manager Victor Swanson and business representatives Otto Never, C. F. Mathews, F. L. Lawrence and Bill Waack, is told in the following report from Never:

"Your Negotiating Committee succeeded in getting a 5 cents increase for all classifications excepting Winchmen, who received a 6 cent increase. The new contract also included 6 holidays—40 hours a week with the guarantee of 8 hours additional overtime for duration of contract—a closed shop—a week's vacation with 48 hours vacation in pay if the price of gold is increased. Some of the members of Natomas Company were a little disappointed that a greater increase had not been offered. The Company had, however, agreed to pay more than this amount, but stated they would only work 40 hours a week. Therefore, the 'take home' pay would be less than under the present contract. The present contract was voted upon and accepted by the employees and went into effect about March 1st.

"Brother Bill Waack assisted me

in the organizing, while Brothers Swanson, C. F. Mathews and F. L. Lawrence carried on in the negotiating.

Six Boats Operating

"There are now six boats operating and an additional boat will start operating in the near future. This Company also has additional property near Battle Mountain, Nevada, where an additional dredger has been built.

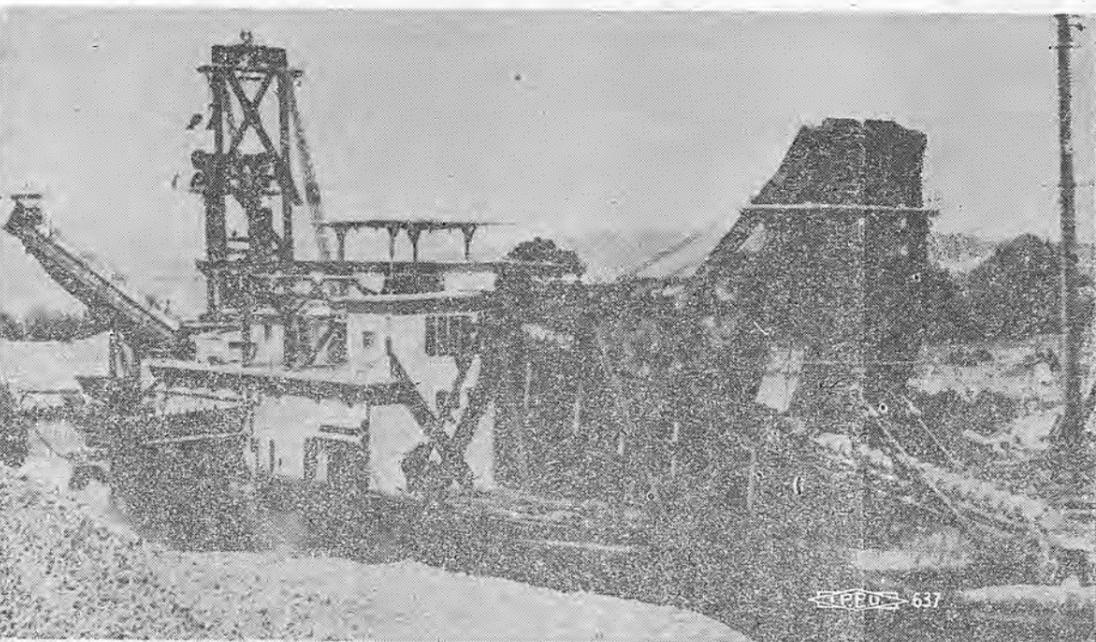
"The Yuba Consolidated Gold Fields and Capitol Dredging Co. have been before the NLRB and demanded an election before agreeing to accept us as the bargaining agent.

Called "Tough Job"

"The organizing of this Company has been an exceedingly tough job and is taking the continued efforts of Brothers Bill Waack, E. A. Hester and myself. However, the employees have responded wholeheartedly.

(Continued on Page 2)

Engineers organizing equipment like this



Above is illustrated a typical piece of mining equipment—a "bucket line gold dredger." It is considered one of the largest pieces of portable dirt-moving rigs now in use throughout the world. It is this type of equipment that is now being organized through the efforts of Operating Engineers, Local 3.

SOCIAL LEGISLATION

Outstanding bills adopted at the session were the Shelley bill, providing benefits for workers unemployed because of illness or injury; Tenney bill appropriating \$3,500,000 for child care centers; Burns bill appropriating \$175,000 for apprenticeship training.

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Pedestrian—a person with three good tires.

might be won in this case, which has caused grave disrespect for the state administration and its handling of unemployment compensation.

Report of last meeting

The meeting was called to order by President Clancy at 8:05 p.m. Roll call showed Guard Schattgen absent. Brother Ed Parks acted as guard. There were approximately 225 members present.

A synopsis of the regular meeting minutes of February 2 was read and by motion, approved as read. A synopsis of the Executive Board minutes of February 16 and March 2 read and acts and recommendations of the board were by motion approved as read.

Communication was received from the Building and Construction Trades Council with suggestion that each member donate one-half day's pay to the American Red Cross. It was moved, seconded and carried the resolution be adopted.

Communication from the American Red Cross Fund Raising Campaign requesting donation. Received and filed.

Communication from the California Labor School, Oakland, letter of thanks. Received and filed.

Letter of thanks received from the San Francisco Center for the blind. Received and filed.

Letter of thanks from the Shriners Hospital for Crippled Children. Received and filed.

Cards of thanks from the Peat family, Mrs. Katherine Markley and Madeline, Hilda Lewis, Mrs. Frank Lively, Mrs. D. J. Davis, Lt. Robert Davis and Mr. and Mrs. Jack Davis. All were received and filed.

The following brothers were reported ill: Ford McPhate, Richard Spradlin, P. E. Rothe, R. E. Stillman, G. W. Bergquist, M. W. Natson, Merle Van Cleave, Lee E. Brown, H. J. Pano:ki, Edward E. Snider, Eugene D. Andersen, Don W. Larison, E. G. Burkett, Thos. J. Harkey, Ward Lynn, V. C. Splittgerber, D. Saffreno, James Stewart, Jack Burgess, Leonard McClish, R. A. Talmadge, Hugo Skoglund, L. W. Bressler, Ken Leopold, Mike Perrett, Manuel Maciel, J. Whitmire, Henry M. Ward, James L. Joy, Wade H. Atkeson, Paul V. Lytle, Fred Van Roeder.

The following brothers were reported deceased: Elmer Adams, Walter Lewis, James Jensen, Frank Lively.

The Business Agents gave reports on conditions in their districts which were well received.

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

Under Unfinished Business, President Clancy set the date for the trial of Brother Haas as the 6th day of April at 8:00 p.m., in San Francisco.

Under New Business, a discussion was had regarding subways for street cars in the City and County of San Francisco. Motion was made to endorse a system of subways, which was amended to refer to a committee. The amendment carried.

A motion relating to an agreement with the Associated General Contractors was ruled out of order and an appeal was taken from the decision of the chair, resulting in the ruling being sustained.

There being no further business, the meeting adjourned.

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.

Unionism is The Issue

The following quotation from a book written several years ago fits the situation in many a struck plant:

"The union may be content with less than a closed shop if it can be assured of a secure position. In demanding an open shop the employer frequently wants so large a proportion of non-union men that the union is powerless as a bargaining agent. This is perfectly apparent when the 'open shop' is accompanied by the other anti-union policies of employers who make the greatest stir over the closed shop issue. The real matter at stake is not the open vs. the closed shop, but unionism vs. antiunionism. When a union has not even asked for the closed shop and the employer persists in condemning the union publicly for demanding it, the closed shop issue becomes perfectly transparent."

—ROBERT R. R. BROOKS,
in "Union of Their Own Choosing."

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Dredger News

By T. D. BRYSON
Business Representative

San Francisco—There has not been any new dredge work since last month, with the exception of one small suction dredge which went to work at South San Francisco. This dredge is owned by the Associated Dredging Company and is manned by a full Union crew. This put 14 of our idle members to work.

The Dredgemen's meeting held in Oakland Sunday, February 17, was fairly well attended and all the members showed considerable interest in working conditions on dredges. They all seemed very much in favor of making a demand for more money at the time our present agreement expires. A committee consisting of one member from each of the dredges was selected. This committee met at Union headquarters in San Francisco on Tuesday, February 26, and discussed the question of wages thoroughly and everyone seemed agreed that we should notify the dredge owners that at the expiration of our present agreement the wage scales would be comparable to construction scale on land machines and the negotiating committee was requested to work towards that end.

Local 12 Co-operates

We have just received a communication from Local 12 expressing their willingness to go along with this program. As soon as there are any new developments on the matter another meeting of Dredgemen will be called so that everyone can have an opportunity to express themselves on this important question.

I am attempting to contact as many of the members as possible and give them such information as is available, and I hope that the next meeting of Dredgemen will show a larger attendance than the last one. There were a few of the small clamshell Dredges that were not represented on the committee. This, I believe, was on account of the dredges being located so far from San Francisco and some of them had to be notified by mail, which was possibly late in reaching them.

"Labor doesn't Want Strikes"

The industrial tycoons of our nation ought to realize that industrial warfare can undermine our whole social and economic structure. They ought to realize that our trade unions are as deeply rooted in our way of life as is the Declaration of Independence. These tycoons should understand that labor unions will not be destroyed and any effort on their part to destroy them will result in widespread strikes.

No one can find much consolation in the idea of winning one war on battlefields and starting another among ourselves in the industrial field. Such would make useless the victory and the peace which the whole world cherishes.

Organized labor does not want strikes nor does it desire to exact from industry wages that industry cannot reasonably stand. — THE BUTCHER WORKMAN.

REALISTIC SUGGESTION

An English visitor at the Houston Nomads' Chapter, brought a new saying in vogue among women in some parts of England: "Look before you Jeep or you'll be Yanked into maternity."

The fight for jobs for all

(EDITOR'S NOTE: The following article was written by Sen. James E. Murray (D. Mont.) exclusively for Federated Press and this paper to explain why he feels the compromise full employment bill just made into law retains the heart of the original bill he helped to write.)

By SEN. JAMES E. MURRAY

After many months of bitter debate, Congress has at last approved full employment legislation.

This act declares a government policy of "jobs for all." It pledges the federal government "to co-ordinate and utilize all its plans, functions, and resources for the purpose of creating and maintaining . . . useful employment opportunities, including self-employment, for those able, willing, and seeking to work, and to promote maximum employment, production and purchasing power."

Second, it requires the President to tell Congress every year how many jobs are needed in order to attain "jobs for all."

Third, it sets up the machinery for economic planning. A council of economic advisers is to help the President in planning his full employment program. A joint (Congressional) committee is to study the President's program and help co-ordinate Congressional action upon it.

Although the final act does not contain all the vigorous language of the original bill, it is nevertheless strong enough to achieve the objectives of the original bill.

IF it is courageously administered, and

IF it is given the enthusiastic support of all the progressive forces in America. But the road to full employment is neither short nor easy.

The opponents of full employment, having failed to prevent its passage by the Congress, are now attempting to misconstrue the act and thereby render it ineffective. They make a great to-do about the fact that such terms as "full employment," "assure" and "job budget" have been eliminated from the act. Actually only the words are deleted, not the substance behind them.

In place of the term "full employment" the accepted definition

of full employment is used: "conditions under which there will be afforded useful employment opportunities, including self-employment, for those able, willing, and seeking to work. . . ." This is full employment—without any "ifs" or "buts." In the place of "assure," the words "create and maintain" are used. The "job budget" is now called "economic report"—and otherwise remains exactly the same.

All in all, we have in this act the fundamental concepts and machinery upon which to build an effective full employment program. But there are three immediate jobs ahead of us. First of all, three men must be appointed to the council of economic advisers who have demonstrated their wholehearted devotion to the cause of full employment. Second, members of Congress must be appointed to the joint committee who are sincerely interested in carrying out the principles of the legislation.

Third, and above all, the time has come for vigorous and constructive action in attacking monopoly and restrictionism, in overhauling the tax system, in rendering aid to small businessmen, in developing the vast resources of our nation, in improving our wage and hour legislation, and in buttressing the general welfare of the people through better social security, better housing, better health and medical facilities, and other measures to attain higher standards of living.

Now is the time for all forward-looking people and groups to join with the sponsors of the full employment act in an all-out effort to make this legislation work and preserve our country from another major depression. Through our united efforts we must provide for all our people the opportunity and security that is their rightful heritage as Americans.

Engineers enter pact with Natomas company

(Continued from Page 1)

edly, ninety per cent signing up with almost eighty-two per cent paying their initiation in full or in part. All members of Local 3 can rest assured that the new brothers coming in will be a credit to our organization. Brother Swanson with Brother Mathews has appeared before the NLRB several times because of this Company and we should have an election before March 15th and decide the question as to the representing of employees. In view of the fact that the Company's boats stretch from Callahan, Nevada, Etna in Siskiyou County to Waterford in Tuolumne County, it necessitates the traveling of a great many miles by your representative in order to keep the loose ends together. We have no doubt that this Company will sign just as soon as we have convinced the Company and its lawyers what our rights are.

"We have also called on the employees of the Gold Hill Dredging Company located at Oroville. We will have more to report on them at a later date.

"On a recent trip to Klamath River, I dropped in on the boys with Larsen & Harms Doodle-Bug

rig near Horse Creek and also on the bucket line dredge at Siasa Valley. We have just started to organize men on this boat. We also met with the Superintendent of Orleans Dredge and he has agreed to hire all men through Local Union 3 when they start operating.

"We will have more information on Thursman & Wright boats and dredging around Merced in the next issue."

Finally Made It!

We are advised, in an excited press release, that "nearly 1100 editor-writers" in the radio field have voted something identified as "Polonaise"—presumably in A Major—"the musical composition of the year." This hot tip comes from the enterprising journal, Radio Daily, which adds: "Thus Chopin reaches out into posterity to join the All-American winners." Nice going, Chopin, old boy. Immortality at last!—CHICAGO SUN.

STATIONERY ENGINEERS

STRANGER—Is there any objection to parking all night in this town?

NATIVE—Every girl I ever spoke to about it has objected.

Sacramento region quiet now, but plenty of jobs soon ready to commence

By F. A. LAWRENCE and BILL WAACK
Business Representatives

Sacramento—Although things are quiet, with over one hundred unemployed on the "Out of Work List," conditions are expected to change for the better soon, as there is quite a number of large contracts let and being let in the near future.

Hooper Construction Co. at Walnut Creek and Bryte are using some of our members. The Scoopmobile wage scale was straightened out at \$1.85.

Campbell job on new Physicians Building is under way. Expect a couple of engineers to be placed there soon. Rock, Sand and Gravel companies are about straightened out again. At a meeting with the Brighton Rock & Sand Co. they signed an agreement and will pay retroactive pay.

The mixing plants for this district will have signed an agreement by the time this issue is out with our members in all the plants.

Big El Dorado Job

Utah Construction Company was awarded State Contract for \$260,525.50 in El Dorado County from Shingle Springs toward the Lake. Work will be under way by the time this is out.

The Guy Atkinson job known as the Sacramento Freeway is expected to start the latter part of this month or after the 1st of April. Ed Schell is to be superintendent.

H. Earl Parker Co. were awarded contract for highway work from Placerville to Lake Tahoe for \$470,032. This work will also be under way soon.

Elliott Construction Co. job also in El Dorado County is to be started soon.

Signal Depot work is nearing completion with McDonald & Kahn, A. Teichert, Judson Pacific, Sharp & Fellows being the contractors with several of our members still there.

Austin Company still using several members on their jobs at Continental Can Co.

The Washington job is still at present and this job is also expected to get started again with another company in charge.

Leo Lentz continues to keep several members busy on small work around the city.

Look After Road Jobs

The two road jobs of Fredrickson Bros. will be taken care of from this office starting Monday, March 11, 1946, by agreement with our Manager V. S. Swanson and Representative H. O. Foss.

J. R. Reeves Company are doing small jobs locally and at Lincoln with 9 members being kept busy. Brother Bud Spring is in charge.

A. Teichert & Co. have several small city street jobs to start soon.

McGilvray Construction Company are still going, as is their quarry.

Ken Royce has bought several cats for land leveling.

Folsom Dam Future

U. S. Army Engineers here estimate the construction of the proposed Folsom Dam will employ anywhere from one thousand to twenty-five hundred men and the work will last for a period of around three years. Expect appropriations after July 1st.

The Lucky Stores are going to construct a \$350,000 steel and reinforced concrete building at 30th and Alhambra Blvd.

A baseball plant of reinforced concrete is going to be erected at Broadway and 11th which will cost around \$200,000.

District Engineer Joe E. Spink, El Dorado Irrigation District, Placerville, is preparing plans for irrigation facilities estimated to cost \$11,734.

Zellerbach Plant

The Zellerbach Paper Co. will construct a modern one-story fire-

proof plant on a ten-acre site in the Industrial Park Area at a cost of \$350,000. Contract to be let this month.

United Air Lines plan an extensive program of quarters and facilities at Municipal Airport. Work will start soon, and will cost in excess of \$100,000.

Friend & Terry Lumber Company, Front and T Streets, will rebuild and reconstruct their entire plant as soon as material becomes available. Buildings destroyed by fire will be replaced and the mill and cabinet shop will be extensively remodeled. Estimated cost of the project is \$100,000.

California Western States Life Insurance Company will remodel the 20 x 160 foot building owned by the company, adjoining the home office building. Cost is estimated at \$80,000.

Bids for Canal

The Nevada Irrigation District has called for bids for the construction of four and one-half miles of canal extending from Gold Flat to near the head of Little Greenhorn Creek, for the purpose of transporting water from Scotts Flat reservoir to points where it is most needed. Brush must be grubbed from approximately 20 acres of the canal right-of-way and 80,000 cubic feet of material removed by excavation. Work will probably be resumed in April. The large fill job to be let in May.

Belyea Trucking Co. still keeping quite a few of our members employed. Brother Sam Greene as Steward, doing a good job.

We received word from Brothers John Hartman, William Edward, W. W. Morgan, Red Maxwell, R. Patterson, C. E. Cotter, G. H. Strickland, Pete Peterman, G. W. Byers, Ernie Nelson, E. Huffusett and Nick Thiel that they are working 40 hours a week at Guam.

Service Boys Back

We are happy to announce that the following servicemen are back with us again to resume civilian life:

Brothers George Ney Yost, Warren Flanders, Calvin Plog, Elwood C. Moore, Irving Walker, Dan Rackett, Laurel Tofft, Clyde Hulett, Gerald O'Brien, Raymond Root, Bob Davies, F. L. Peckham, Wayland L. Lambert and Pat O'Brien.

Dredger Notice!

ATTENTION! All members working on Gold Dredgers, having signed an agreement covering Natomas Co. Bucket Line Gold Dredgers. We are opening negotiations to cover the Doodle Bug or Dragline Gold Dredgers. Any member working anywhere on one of these machines, please contact our closest representative. This information will be of valuable help to your committees in establishing wages and conditions.

Quinn Endorsed

Brother James H. Quinn, incumbent member of the State Board of Equalization, was endorsed for re-election by the members of Operating Engineers Local 3 in the regular session held March 4, 1946.

Brother Quinn is past president of the Alameda County Building and Construction Trades Council and former editor of the East Bay Labor Journal. His membership in

(Continued on Page 6)

Nevada projects perk up as wet weather ending

By H. L. SPENCE
Business Representative

Reno—The snow balls have stopped flying for a week or so now and there are many small jobs going on in and around the city of Reno.

Earl Games has a number of small jobs going on, one being a change over ditch job on the new Mapes Hotel on Virginia Street.

John Powers and John De Lagrange, are going strong on their storm drain job. They also have a job at the Robbins Club, as well as a pipe line job for the City of Sparks, Nevada.

The McKee job on the Veterans' Hospital have the two wings nearly completed. They have the foundation poured for the main part of the building, so that part of the building will go up very rapidly now.

Moore & Roberts job on the Sparks theatre has another concrete poured which will almost finish their concrete work.

George Miller is doing quite a lot of work around Reno. He is putting in the sewer line for the Close & Lewis housing project near Idlewild Park.

Barney Stoutenburg has a rig working down near Yerington, Nevada, on the "Flying M. Ranch."

There is quite a lot of land leveling going on over at Fallon, Nevada. Duke and Frazzini have a cat and a carryall working over there.

Dodge Construction Company has a cat and carryall working near Fallon, Nevada.

Vern Snyder, one of the old-time shovel runners, has a job out around Pyramid Lake, loading out fertilizer for the Lodi Fertilizer Company. This is quite a project, and 100% union. There are fourteen of the "dear Brothers" working on the Utah Construction Company's road job at Doyle, Calif.

The Con-Collar Mining Company at Gold Hill has gotten off to a good start with three shifts on the northwest 80 and one shift on the dozer.

Barney Stoutenburg has a cat and carry-all building roads for the Con-Collar Mining Company.

GOLD MINING SLOW

Gold mining seems to be very slow in getting started. I was out on Highway 40 as far as Elko this week and stopped at the Standard Mine and the Natoma Mine which is located out from Battle Mountain, Nevada. There does not seem to be much life around there yet.

Gold Acres Mining Company is going along fairly well.

AIR BASE JOB CLOSES

Isbell Construction Company's job at the Sparks Air-base is almost completed. However, they keep quite a number of the brothers working around the shop and yard. Their job at Kimberly, Nevada, goes along like clock work. Not much of a turnover of the Engineers. I think most of the brothers up there have become natives of the White Pine County and are there for keeps.

Around Gabbs Valley there is not much activity. Around B.M.I. the Basic Refractory is doing some stripping with one rig. The Sierra Magnesite is shipping a few cars of ore a week. There are three brothers cleaning ditches with one of Mr. Marshall's draglines out near Lovelock, Nevada.

A number of our "dear brothers" have gone into business for themselves, namely: Brother "Whitey" Collett, who has opened up an ideal spot at Emigrant Gap, California, for winter and summer sports, and Brother "Ken" Carpenter has opened a cocktail lounge and bar at Verdi, Nevada. Any of the Brothers passing through these

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Outlook in Stockton more bright as new jobs open to hire local engineers

By ED DORAN
Business Representative

Stockton—The outlook for the Stockton area looks bright with two jobs already started. M. J. B. Construction Co. of Stockton have started to work on the Hiway job east of Tracy and T. E. Connelly has ten cats and scrapers working on the levee at Weatherbee Lake. They are working ten hours per day, 7 days a week. Looks like a good job, but short.

Stockton Construction Company, headed by Ivar Swanson, is getting ready to start the bridge jobs east of Tracy. State engineers have held this job up for 30 days on account of minor changes in the specifications.

Standard 100% Less

The Standard Materials Company has been busy all winter doing little jobs around Modesto. We were successful in getting all the mechanics in the Engineers union. This makes Standard Materials Company of Modesto 100% Engineers.

The Vinnell Company, located at Lathrop, has 60 Engineers and oilers' employ. This is one of the best jobs in this area at the present time. They have two shifts of H.D. Mechanics working. Brother Jim Warden is steward on the job.

Kennedy Completes Job

C. E. Kennedy has completed his contract at Lathrop. The members of Local 3 employed by Kennedy have transferred to Army Civil Service with a few exceptions.

The M. J. B. Construction Company of Stockton, headed by John Bevanda, has started his job between Mossdale and Grantline road. Ten Engineers of Local 3 have been cleared to the job which is expected to last until late this year.

Heinz Cannery Job

Bechtol Bros. McCone are getting set to start additional work at the Heinz Cannery located east of Tracy. The work consists of building warehouses and open storage areas. Emmett Starr has been cleared for the Cat job.

The M. J. Ruddy Company is doing small jobs around Modesto just managing to keep our engineers on the payroll.

Hospital Awards

Contracts totaling \$1,383,307 for construction of two new ward buildings at the Stockton State Hospital have been awarded by C. H. Purcell, State Director of Public Works. Major portions of the award, \$1,332,476, for general construction went to H. Mayson of Los Angeles.

S. M. McCaw is very busy at the present. Most of the work is local paving and digging ditches.

Funds for Channel

Col. Lester F. Rhodes, district chief of the Corps of Army Engineers, announced in Sacramento that his department has received \$150,000 in federal funds for improving Morman Channel. As originally set up, the project included the dredging of Morman Channel to a depth of nine feet from its mouth on Stockton Channel to the Center Street bridge, with the city providing rights-of-way along the banks for spoils disposal.

Bids for Highways

Bids for construction of two additional lanes on Highway 99 from the Calaveras River to Lodi, a distance of 8.4 miles; will be advertised within 60 days.

Delay in calling for bids for the proposed divided highway project has been occasioned by the difficulty in obtaining right of way. Twenty-four buildings along the route, now being surveyed, must be moved.

Bids for two additional lanes on Highway 99, Modesto to Salida, a distance of 4.5 miles will be advertised within 60 days. Bids will be advertised within 30 days for con-

struction of 3.5 miles of two additional lanes on Highway 99 between Black Rascal Creek and Buhack, north of Merced. Bids will be called in June for work on one-half mile at the entrance to Jackson.

Doodle Bug Progress

Otto Never has contacted most of the doodle bug operators in this locality, and finds they are willing to go along with the Union. Now, I have also contacted many of the doodle bug owners and I find they determine their wage rates by the number of men that hit them for a job. One operator shortly after V-J Day was willing to pay \$1.75 per hour for dragline operators. Now this same operator, due to the number of dragline operators who have hustled him for a job, states he can get all the operators he wants for less than \$1.25 per hour. So if any member goes to work on these gold dredges, please call your nearest Business Representative and tell him where you can be located. Our aim is to organize this industry and get a uniform scale of wages and working conditions.

Pome of Pashun

"Me luv is gone,
He dun me dirt.
Me never noo he was a flirt.
To them hoo luv
Let I forbid
Lest they be dood
Like I bin did!"

Lend-Lease Stuff



Thank the movies for the "lend-lease" agreement that lets us add English actress Patricia Roc to our pin-up collection. (Federated Pictures)

Jobs to pick up quickly in San Jose henceforth, representative believes

By M. G. MURPHY
Business Representative

San Jose—During the past two weeks, we have been gradually reducing our unemployment list. Several engineers were placed on the N. M. Ball job which is going along nicely but is still single-shifted. This job has been retarded due to the recent inclement weather, but as Spring is practically here we believe that the company will see fit to proceed at top speed very shortly. This naturally will mean a double shift which will further reduce our unemployment list.

The Earl W. Heple Company which has the contract for the bridges and overpasses on this job has as yet not started their work. I understand they are being held up over the shortage of steel. (As you know, there has been a strike in the steel industry.) On March 13, there will be another job let on this project. A separation structure is to be constructed and approaches about 0.6 mile in length to be graded and surfaced. This will be at the intersection of Bayshore Freeway at Santa Clara Street in the City of San Jose. We can all guess who the lucky bidder may be.

Moffett Field Work

Frederickson & Watson, as I learned this morning, are also going to be beneficial in the reduction of our unemployed list as they, too, are going to double shift on their excavation. They have considerable work ahead of them and there is also another job of fair proportions to be let there, shortly. As I have said before, "There is always something new at Moffett." Pittsburg-Des Moines Steel Co. are nearly at a standstill on their new wind tunnel. They are suffering from the same plague as many other steel erecting companies—no steel.

All the small localities such as Palo Alto, Sunnyvale, Mountain View, Saratoga and Los Gatos (and the same applies to San Jose and its environs) are busily engaged in home building. This program is maintaining steady employment for many of our members who are employed by contractors who specialize in this type of work—lighter excavations.

Report From Salinas

Two new jobs south of Salinas are soon to be let which will consist of widening and reshouldering Highway 101 and we do expect (from the information that I have received) this highway will be practically rebuilt from Salinas to King City and from San Ardo to Bradley. As many of you know, those roads have taken much heavy military traffic during the last three years and damage in some sections has been considerable. Cahill Brothers will soon complete their new theatre job in Salinas. Munson Bros. have finished their excavating and piledriving on the new Telephone Building and the new structure is beginning to rise. Carl N. Swenson is still at a standstill on the Franciscan Hotel job. A. Teichert & Co. have not started in full operation on their new job out of Salinas so far. At the present time they are still clearing the right of way but they do expect to be rolling full speed very shortly.

Monterey still has many small jobs on Cannery Row, too numerous to mention.

Watsonville is rather quiet for the engineers at present. We expect some good word very soon in regard to the new highway to Santa Cruz.

Permanente—The Moss Landing, Natividad and Los Altos plants are operating as usual and I do hope things will run a little smoother now that the new agreement has been signed. (This agreement will be subject to review after six months, so brothers, get your "beefs" in early). Also, please check with your timekeeper as you most

likely have around 30 days' retro-active pay due you.

News of the Brothers

Brother Wesley E. Ball has just deposited his Service Withdrawal Card after three years in the U. S. Army. . . . Brother Russel E. Camp after one and a half years in the Army Engineers, is back home again. . . . Brother Chas. P. Bastian, who spent many months in the European Theatre, has just returned and is resting up before resuming his former occupation. . . . Brother Lonnie Lanning, former employee of Permanente and who served a couple of years in the Sea Bees, has returned to his old job. . . . Brother Henry C. Taylor, who served in both the European and Pacific Theatre, has returned and he, too, is taking time out to readjust himself to civilian life. . . . Brother R. L. Prince is home on furlough and dropped in the office to say hello. Brother Prince is now stationed at Fort Bliss, Texas. . . . Brother Harold C. Fricke received a severe foot injury and will be laid up for some time.

Federation Hits Govt. Wage-Price Proposals

(State Federation of Labor Release)

San Francisco, Calif.

President Truman issued the new wage-price policy in the form of an executive order which re-establishes governmental controls over wage increases. William Green, president of the American Federation of Labor, has deemed this order to mean, in effect, an end of free collective bargaining. The California State Federation of Labor is in full accord with President Green's sentiments and is vigorously opposed to the scrutiny of collective bargaining agreements by government bureaucrats.

The empowering of the government to determine wage rates by fiat is dangerously reminiscent of the Nazi-Soviet idea of governmental regulation of wage rates and working conditions. The Federation is against the continued linking of prices and wages, for it feels that consideration has not been given to the fact that wages form only a small proportion of the cost of production in many industries. Through increased efficiency and increased production, industry can absorb much of the proposed wage increases. The linking of wages to prices, in effect, nullifies wage increases and prevents the workers from increasing their real wages and thereby improving their standard of living.

UNREST CONTINUES

The present labor unrest is due specifically to the wartime wage controls which were based on inflexible formulae that were completely divorced from reality. These resulted in keeping wages far below their normal level, while profits soared to unheard of heights. The same reaction will occur when this attempt to depress wages is ended.

Contractors in North Bay area see active year

By H. O. "HEINIE" FOSS
Business Representative

San Rafael—Louis Biazotti from Stockton has moved into this district with a tie-in with Clark & Henry. Several pieces of equipment on the Palm Hill job at Larkspur. More equipment coming and this is an all summer job. G. R. Williams, equipment dealer, is opening up a service headquarters in the Mill Valley district and will be using several of our men in the near future. Effective March 8th Frederickson Bros. job at Vacaville and Dixon will be taken care of by Frank Lawrence of the Sacramento office. At the present writing everything seems to be under control, making progress and on schedule.

Ball and Parker soon start three shifts on the Rector Dam. Brother Art Burch recently appeared as a pusher on the job. This job is apparently on schedule and working a large crew at the present time.

Lake County Roads

The state is calling for some road work and a good sized bridge job in Lake County for the latter part of the month.

C. M. Syar started his paving job at the Vallejo waterfront and still bidding on road work. Tony can't miss always and will hit the jackpot soon, we hope. E. E. Lowell is keeping the usual crews busy around Vallejo and the same goes for Parish Bros. of Vallejo. Chicago Bridge and Iron have a bridge job at Sonoma—the steel strikes have them slowed down and they are waiting for material. Guerin Bros. on the Point Arena job are getting ready to start when the weather dries up a little more. Basalt at Healdsburg reported to be getting ready to open another gravel project in the Gyserville district. Brother Robinson, with a small crew, is getting his gravel plant in line for production for the season's operations. Basalt Quarries at Napa are opening up a new pit for production on pumice which is a new product needed for their building blocks. This project has been quite an extensive addition to their regular rock business. Raisch & Harms are finishing their road job at Ignacio and Petaluma but do not intend to do much before the first of March. Understand Brother Kingwald will be one of the brothers on this job. Dick Huntington is still out at Pt. Reyes way with his crew—went out there for two weeks work two years ago and is still there and the job has not ended yet.

All of the old contractors and many new ones coming into this vicinity seem to be very busy, with local housing projects, etc. The firm of Jensen & Pitts is now known as Jensen Company. Brother Jensen says he is doing O. K. The overall picture looks like a very busy year in the northern Bay area.

COULD HAVE BEEN WORSE

A hypnotist was in court and being sued for divorce by his wife on charges of cruelty.

"Your honor," the woman complained to the judge, "my husband is the meanest man in the world. He hypnotized me into thinking I was a canary, and gave me birdseed for breakfast, lunch and dinner."

The husband appeared very distraught. "I beg your pardon," he said, "but I don't think that was mean."

The magistrate's eyes popped: "How do you explain that?" he demanded.

"Well," replied the husband, "I could have hypnotized her into thinking she was a sparrow, and let her find her own food."

DIPLOMACY—The art of letting someone else have your way.

A. F. of L.'s 1946 Red Cross Poster



This poster portrays the A. F. of L.'s support of the American Red Cross. It will soon be seen in plants, factories and union halls throughout the nation.

Kiewit Co. gets contract for remaining section of big Friant Canal project

By H. T. PETERSON
Business Representative

Fresno—Peter Kiewit Company still are successful bidders on the last section of the Friant Canal. This company has all canal work now between Friant Dam and Kings River with the exception of the Dry Creek Siphon, which has been awarded to Bechtel Bros.-McCone Company. Kiewit has sublet approximately 400,000 yards of "cat" dirt to McEwen of Sacramento.

This Company to start work about March 11th. Supt. North tells me they are bringing in 10 rigs. Additional equipment will be brought on the job by the Kiewit Co. as the excavation progresses.

Bechtel Bros. McCone Co. is still begging for pipe in order to continue operations from Firebaugh to the Bay Area. Looks as though this job will be slowed up until the latter part of March.

Hiway Jobs Progress

Railing Company progressing satisfactorily on their highway job at Stratford. Unfortunately we do not have too much work on this piece of highway because it is altogether a "borrow pit" job employing trucks for the transporting of materials.

Hanrahan Co. highway job on the outskirts of Fresno is progressing nicely. Sam Ball, superintendent, and ex-Seabee Cornell as his assistant. We have quite a number of men working there now.

Pine Flat Beef

The Pine Flat Dam is again a "hot" issue. Test borings are now in progress and the U. S. Army Engineers have announced they expect the probability of an allotment of funds to start construction within the near future.

A new flood control project is in the offing with the proposed construction of the Dry Creek Basin by the Corps of Engineers. Money has been appropriated for this job and call for bids should be requested soon.

There are various other smaller jobs now in progress which has begun to take up the slack in this area. We are hoping to diminish the number of out of work members in this area in the near future.

BEST EXPLANATION
BILLIE: "Why do they call you a 'Yes' girl?"

MILLIE: "I simply don't no."

The Competent Critic

An indignant reader scrawled a letter to the newspaper PM protesting its frequent criticisms of the pro-fascist New York Daily News, which he described as "a fine newspaper."

A P. S. to the letter noted: "Please excuse the crayon, but they do not allow us to have sharp objects in here."

For Harassed Husbands

"Daddy, what is leisure?" asked the child.

"My boy," replied the sire, "leisure is the two minutes' rest a man gets while his wife thinks up something for him to do."

Could Be, Could Be

"Tramps make their clothes last an incredible time," says an institution official. The reason for this may be that a rolling stone gathers no moths.

Foolproof System

SMITH: What would you say is the most effective factor for redistributing wealth?

JONES: From my own experience, I'd say wives, daughters and sons!

Nocturnal Realism

There was an old man from Peru, Who dreamt he was eating his shoe.

He awoke in the night In a terrible fright— And found it was perfectly true!

TURN BACK THE CLOCK

"It's never too late to bend," said Pop, laying his 16-year-old daughter across his knee.

MASS-PRODUCTION OF HOMES POSES PROBLEMS FOR LABOR:

'Pre-fabricated' Types Slated to Fill Dire Needs

By TRAVIS K. HEDRICK

Washington, D. C.

The pre-fabricated house, long a target of the abuse of some building trades unions, is to be one of the major factors in the solution of the U. S. housing crisis, with an estimated 250,000 to be included in a total of 2,700,000 homes scheduled for 1946.

Wilson W. Wyatt, the new federal housing expediter, turned back the building and construction lobbyists and gained the support of Pres. Harry S. Truman.

Wyatt's program is one that pleases few if any of the big realty operators. They want what they call "free enterprise"—which means they are against ceilings on lots, houses or materials.

LOWER PRICE STRESSED

The emphasis in the new federal program is on homes selling for \$6,000 or less and renting at not more than \$50 a month. A recent survey has shown that 84% of the veterans seeking dwellings to rent must have them in or below the \$50 bracket.

On the other hand, the construction industry has asked for building materials priorities for only a small proportion of low-cost housing. The figures show low-cost homes planned in only 17% of the priority applications. Big builders see quick profits in \$20,000 homes, in commercial developments for night spots and beer gardens.

Answering the fear of the builders, Wyatt will ask Congress to set up a federal insurance fund of some \$2 billion. This would be used to insure mortgages and encourage building of low cost dwellings. The insurance will cover up to 90% of the cost.

PROGRAM OUTLINED

As an immediate goal, Wyatt would build 700,000 conventional houses, 250,000 permanent pre-fabricated houses and houses assembled on the site from pre-fabricated parts and materials, plus 250,000 temporary units.

The previous all-time construction mark in the U. S. was 937,000 homes in 1925. In 1945, only 240,000 homes were built.

In order to attain the Wyatt goal, immediate action on housing legislation is required. He proposes the enactment by Congress of the necessary authorization to move his program into high gear by the last of March. Within two years from then, he hopes, the nation would have 3,000,000 new homes.

REAL TREAT IN STORE

The country pastor up in the hills of Arkansas was making an announcement during the services: "Sistern and brethren, you have a great surprise in store for you next Sunday. The sermon will be delivered by Bishop Fuddle. You may think you know something about sin, but you won't really know what sin is until Bishop Fuddle gets here."

Back up living wages! demand the union label

(EDITOR'S NOTE: When you buy union-label goods you strengthen the bargaining power of all Organized Labor, yourself included. A recent survey shows that AFL labels are now attached to the following items. Before you shop, check this alphabetical list to see if what you want bears a label. Then demand it!)

Aprons	Furnaces	Paper
Auto lenses	Fences (wire)	Plumbing fixtures
	Fixtures (cabinet)	Pottery ware
Bread		Pastry
Brooms	Gypsum	
Boots	Glassware	Radios
Barrels	Gloves	Razor strops
Brassieres	Greeting cards	Ranges
Bathrobes	Goblets	
Badges		Stogies
Box board	Hats	Switch boxes
Burners	House wiring	Skirts
Bedding	Horseshoes	Slacks
Batteries	Harness	Swim suits
Buttons (lapel)	Heaters	Shirts
	Hosiery	Saddles
Candy (in boxes)		Sheet metal goods
Cement	Insulators	Stoves
Cigars		Signs
Coats (ladies)	Jumpers	Show cards
Coats (men)	Jewelry	Shears
Cooking ware		Scissors
Caps	Knitwear	Steel dies
Cutlery		Socks
Clippers (hair)	Lime	Snuff
Copper plates	Liquors	Shoes
Corrugated boxes	Lingerie	Suits (ladies)
Cartons	Leather goods	Suits (men)
Canvas	Laundry bundles	
Cigarettes		Tableware
Coffins	Macaroni (boxes)	Tumblers
	Millwork	Thermos bottles
Draftsmen's drawings	Mittens	Trousers
Dresses	Millinery	Tobacco (pipe)
Dinner sets	Mechanics' tools	Tobacco (chewing)
Elec. panel boards	Noodles (boxes)	Underwear
Elec. light fixtures	Neckties	Uniforms
Electric bulbs		
Emblems	Overalls	Wine
Engravings (cuts)	Optical lenses	Whiskey
		Water heaters
Fibreboard	Printing	Wallpaper
Furniture	Pajamas	Wire

KIDS ARE IN FAVOR OF IT!



Kids shout their approval as members of Local 118, Building Service Employees Intl. Union (AFL), picket public school in St. Louis, Mo., for wage increase. Almost all city's schools were closed by strike, but the youngsters love it. (Federated Pictures)

Lumber strikes hold back jobs in Humboldt Co.

By OTTO E. NEVER
Business Representative

Eureka—The Redwood Empire has had little activity in the past thirty days due to the Redwood Lumber Company's refusal to negotiate with the lumber and saw mill workers, and the strike in the Redwoods is still on a standstill. This, of course, affects our members as much of the work at this time of the year is in the timber, particularly road and bridge building which would entail a good deal of piledriving.

Mercer-Frazer keep a few brothers busy on the outside, particularly on their bridge over the Mad River. The rest of their work is in the gravel and concrete plant.

Tom Hull has started his sewer job in Eureka and keeps three of the brothers busy.

A new contractor, Ernie Dial, keeps one or two brothers busy most of the time on dirt moving jobs.

Fred Mauer & Son keep Brothers Jack Thompson and Shorty Purdy busy most of the time.

Brother Clyde Phillipson has developed a good strong fishy smell on his job with the Farralone Fisheries.

The Eureka Ice & Cold Storage Co. have one or two new watch engineers, as they intend increasing the size of their plant. The present three engineers are kept busy six and seven days a week.

The Chicago Bridge and Iron Co. still maintain a baker's dozen of Operating Engineers. They are also having considerable trouble with the Machinists in trying to place our members on the repair of our own equipment.

See April Upsurge

We hope to see construction work in general start on or before April 1. In fact we sincerely hope that by the time this issue of the news goes to press, all of the worthy brothers now on the "Out of Work List" will be steadily employed.

Due to the fact that your Business Representative is now organizing Gold Dredging, he cannot devote his full time to the Eureka territory. However, you may rest assured that everything has been

Bare Midriff to Move Up; Style May Stick!

Rest your eyes from Labor News for a couple minutes and read a round-up of the latest news on the new style in women's dress, one which is due to boost the ladies' bargaining power several hundred per cent.

We've been bashful to take it up again, after a bit of tripe on it a couple weeks ago, but since some faithful scribe on United Press has kept the cause in print we'll gladly contribute a few embers to the fire.

It pops up here and there across the country, sort of timidly, but it looks like it's here to stay, with variations, of course. Some will and some just won't. There will likely be considerable attention paid in dress design to matters of architecture, like stress and support such as in building a bridge, and the way in which it can be protected, improved, or camouflaged. Latest report is a floor-length scarf—no more—which can be adjusted to a skirt and the wearer's modesty.

We predict a rush to the gymnasium and the swimming pool, because especially in swimming is that all-important pectoral or chest muscle developed and with it all the natural support one could wish for.

First reactions to the style are interesting. Some blush, some grin, some shudder. For some it is like lifting centuries-old restraint hiding a talent or a beauty; they soar with the thought, gloating over the new wealth bestowed upon them.

If the fad continues, it should mean a new era of health and honesty for the fair sex. Away with unhealthy, deceptive wrappings and trappings!

So, groom yer glands, girls, the fad's here to stay. (We hope.)

Green Lauds Labor For Ration Board Service

Washington, D. C.

AFL President William Green paid high tribute to thousands of AFL officials who have given their time and services during the past 4 years as volunteer members of local OPA rationing and price control boards to protect their communities from inflation.

AND DON'T FORGET!

Letter from a GI to his wife: "Please send me \$5 for shaving cream and stuff."

Came the reply: "Honey, enclosed herewith is 25c for the shaving cream. The stuff is back here."

done to locate work for the brothers in this area.

Big jobs shape up for Redding region, report

By E. A. HESTER
Business Representative

Redding—Monty Brown, our old friend, known to many cat skimmers' in this locality, signed an agreement with Local Union No. 3 of the International Union of Operating Engineers. Monty has always been a regular fellow employing our members and paying the union scale. He owns six tractors and carryalls and I understand he is buying a shovel. More power to Monty!

The Tractor Service Company of Chico has also signed our agreement. They are maintaining a large repair shed and have about seven rigs in the field. To all of you brothers down around Chico: Due to the large territory I have to cover in northern California, Bro. Bill Waack will look after the Chico area now. His office is at 321 "E" Street in Marysville.

Work Improving

As to work in this district, things are picking up. The Phoenix Construction Company is moving in equipment on the Red Bluff highway job. There will be nine carryalls and four jeeps on this job to begin with. Later on there will be a mixing plant, shovel, etc. Apparently this is a regular bunch of fellows. Mr. Britt Pugh is General Superintendent. Proctor and Dragline Rentals Company are moving in on their Red Bluff bridge job. They expect to be under way in about three days. Our good friend, Mr. J. P. Brennan of Redding, is sub-contracting \$70,000 worth of this work. C. A. Dunn of Klamath Falls, Oregon, and Slate Construction Company of Albany, Oregon, will soon begin on their drainage project at Tulelake.

Bids on Keswick

We think that bids will be called for on the Keswick Project in about 39 days. Bids will be opened March 20 on fourteen miles of repair and plant mix surface on Highway 99 out of Weed. The State's estimate on this job is \$180,000.

We still have about fifty men on our out-of-work list. The following brothers have deposited Service Withdrawal cards during the past month: Leo Naltamy, Sidney McBroome and Roland Batham.

What's doing in the Oakland office

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

Oakland—At the last regular meeting the membership endorsed the candidacy of James H. Quinn for re-election to the State Board of Equalization for that portion of the district which is comprised of Alameda, Contra Costa, Solano and several other counties in North Central California.

We wish Jim every success in his campaign and feel confident of this success because

of the fine job he has done in the past.

Richfield Terminal

Purchase of a 6½ acre site at the foot of High Street, now occupied by the Eastbay Shipbuilding and Repair Company, disclosed plans of the Richfield Oil Corporation for a new terminal plant in Oakland. Sale price of the property was reported at \$153,000.

Oil company officials said facilities to handle current needs will be installed immediately, including a

warehouse, tanks and pipe line for unloading barges. Extensive expansion is probable for the future.

The development will give Richfield an Oakland connection with water transportation, lacking since early in the war when the Army took over former facilities in the Parr Terminal area. Since that time ships have been unloaded at Richmond with truck transportation serving the main Oakland plant at 833 47th Avenue. Present plans are to continue operation of the latter plant.

Shipbuilding Confab

For the past two weeks Brother Joe Walther has spent considerable time attending the Pacific Coast Shipbuilding conference which was held in the Palace Hotel in San Francisco. This conference was composed of delegates representing the various councils affiliated with the Metal Trades Department from ports of the Pacific Coast and the representatives of the owners of shipyards from the same territory.

From this conference has come Government approval of an 18 cent per hour increase in wages for all

those employed on new ship construction. At the same time the 11.6 differential for the employees in ship repair has been retained. We feel that this a definite step forward and constitutes a pretty good wage for those employed in the yards.

Work to Break Soon

There is not much change in the unemployment situation at this writing, but the sun is shining on both sides of the fence, the grass is getting green and we have hopes that it won't be too long until the Cat skimmers in this area will be getting fat.

Getting around the jobs

John Festano is through with the water line job in the Ashland district and is now working on service lines for the housing project on 105th Avenue.

Martin Brothers are still busy grading and oiling roadways at the Dow Chemical Plant at Pittsburg.

Gold and Son have a job laying water mains along Alice Street in Oakland. Brother J. E. Munn is foreman.

Mmanuel Smith is working in the vicinity of Hayward and it has been some time since there has been any changes in the number of men he is employing.

Steel Plant Starts

With the termination of the steel strike the American Bridge Company has resumed activities at the Columbia Steel Plant in Pittsburg. There are 5 members of Local 3 employed there at this time and there is no indication that the force will be increased in the near future.

At the present time there is very little change in conditions on the Stolte and M. K. job at the Fairfield-Stuisun Airport.

Fredrickson and Watson have been using a small crew in the vicinity of Concord. These fellows are being kept busy mainly on maintenance work.

Rhodes-Jamieson Pact

During the past month we have renewed our agreement with Rhodes-Jamieson, Ltd., operators of the majority of the mixermobiles in this area. We are glad to report that this renewal affords a substantial increase in wages as well as better working conditions for the employees.

The Pacific States Steel Corporation of Niles has added approximately ten men to their payroll during the past month. This increase is due largely to plant expansion and the rehiring of employees who have been in the service.

Munson Brothers are doing extensive repair and remodeling work at the Owens Illinois Glass Company in Oakland.

The Jannic Manufacturing Company of 2020 E. 12th Street, Oakland, have bought a new Handi-

Crane and Brother "Red" Le Sueur is in their employ as engineer.

Wage Increases

During the past month the employees of the Peterson Tractor and Equipment Company, The Soule Equipment Company and Buran Equipment Company have received a substantial increase in wages. At the present time some of these firms are experiencing difficulty in obtaining parts from the East and are, consequently, short of work. The Soule Equipment Company have moved their yard, shop and office to Freight and Ferry Streets. This location was formerly occupied by the Macco Construction Company who, in turn, have gone over to the San Francisco side of the Bay.

The boys who are working for the Sheldon Oil Company in the Rio Vista area have been losing considerable time lately due to the weather conditions.

The Bethlehem shipyard at Alameda is still closed and up to the present time there has been no indication on the part of the management if or when they will reopen.

Activity Reported

Brother Ernie Engler, steward for the Hayward Building Material Company, reports considerable activity by this organization. The Stockton Hot Plant is expected to re-open by March 15 and the Rio Vista Hot Plant is operating at the present time with Brother Don Fraser as plant engineer, Brother Chuck Burt on the paver and Brother Al Ornellas operating roller. Brother Jack Ramos is operating cat on the new San Lorenzo Village addition and Brother Engler is running blade at Sunnyvale where they are building a test track for Terra-Cobras. Brother George Young is now general superintendent and Colonel Clements, who is associated with the Hayward Building Material Company, is back on the job after many months overseas.

Another Landmark Goes

Another of Oakland's landmarks to go in making way for modern improvements and expansion, the huge 300-ton bridge crane at Howard Terminals has been dismantled.

Erected for the King Coal Company the crane was built to travel the full length of the yard and was used to shuttle coal back and forth in elevated railway cars between

bunkers in ships and the storage yard.

The dismantling job is being handled by the Moore Erection Company with Brother Chet Mayhew running the engine.

At the present time there are 4 Engineers in the employ of Better Paving Service, an organization which is sponsored by one of our members, Brother Jim Ward.

Silva Brothers of Niles have the contract for the excavation and road grading on the new housing project in the suburbs of Hayward.

HORNS OF A DILEMMA

Then there is the story of the annual picnic of the United Association of Lady Vegetarians. The ladies were comfortably seated and waiting for the kettle to boil up the spuds, beets and carrots, when—horror of horrors!—a savage bull appeared on the scene.

There was a wild rush for safety while the raging creature pounded after one lady who, unfortunately, had a red parasol. By great good fortune she managed to hurdle a fence before the bull could reach her. Then, regaining her breath, she turned around defiantly and screamed:

"Oh, you ungrateful creature! Here I've been a vegetarian all my life. That's gratitude for you!"

News about the brothers:

Brother "Johnny" Conklin, who has been in business for himself for some time, has just added a cat-loader to his equipment.

Former master mechanic for the McGuire and Hester Company, Brother E. L. "Tiny" Carlton has opened a service station at 2600 35th Avenue, between MacArthur and Foothill Boulevards.

Having been laid up with a broken leg since last December, Brother J. J. Whitmire expects to be ready for work in the near future.

Brother Gilbert E. Hager, who was a staff sergeant attached to the 420th Army Air Forces Base Unit, has been discharged from the service. A former employee of Eaton and Smith, Brother Hager was in the Army for 3 years and worked as an airplane mechanic during that time.

Thompson Gets Hotel

The Joyce Hotel, located at 232 2nd Street, Richmond, has been purchased by Brother Dewey "Bud" Thompson who was formerly employed by the Hayward Building Materials Company as a blade operator.

Brother George D. Brooks is now associated with the Charles Greene Realty Company at 5279 Broadway, Oakland.

Woolridge in UNRRA

Brother R. C. Woolridge has taken a job as master mechanic for the United Nations Relief and Rehabilitation Administration, and expects to be leaving soon for their headquarters at Shanghai, China. The job, which consists of flood control work on the Yellow River, will last for some time, he says.

Brother A. Del Conte has purchased a D-6 Cat and Blade and is going into the excavating and grading business. He is located at 1033 Ordway Street, Albany.

After a year and one-half with the Army Engineering Corps, Brother Lewis Linely returned from the Pacific on February 7th and is now getting used to civilian life.

At the last report, Brother Arthur L. Bittleston, who has been seriously ill, was recovering nicely, although still confined to a rest home at 1824 Central Avenue, Alameda.

Brother E. L. Kelley, who was injured some time ago while working for De Velbiss on the Rio Vista job, is still confined to the Sutter Hospital in Sacramento. It is expected that he will be there for at least another month, so any of you fellows who have a chance might drop in and pay him a visit.

Back from Arabia

Brother Robert B. Forrest has just returned after nearly 2 years

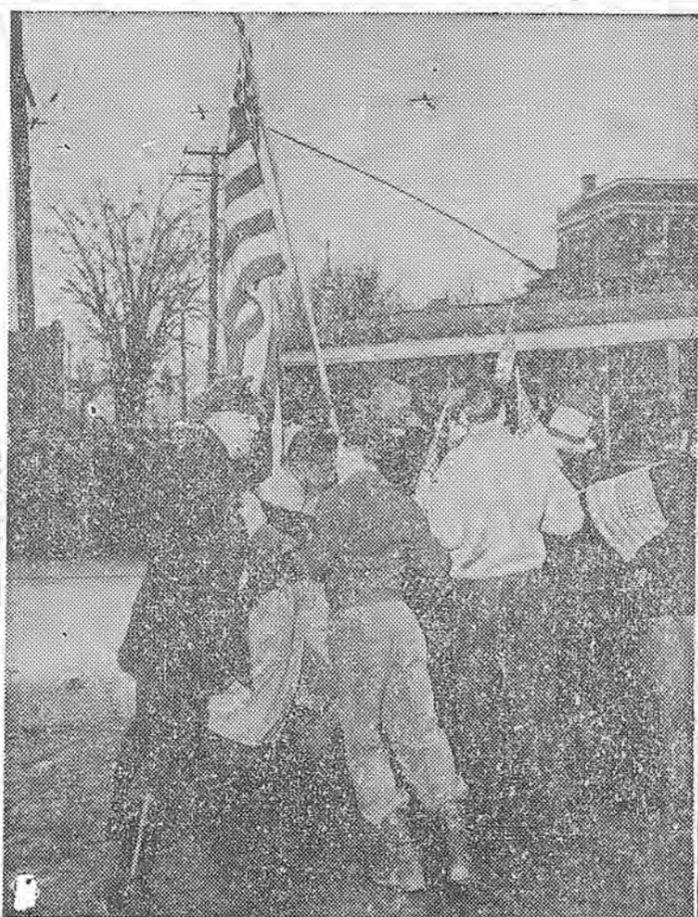
spent in Arabia with the Bechtel McCone Company. When he first went over in 1944, he said they were very short of operators and he was delegated to instruct natives in the art of running cranes and shovels. After many catastrophes—some minor and some major—they learned to do a pretty fair job. When the full crew arrived from this country and took over the equipment these natives were very unhappy about the whole thing as they had become really "big shots" during their short careers as "engineers."

After Bob had been on the project for about 6 months he went to work on a 12" submarine pipeline to the Island of Bahrein. Later he was promoted to right of ways and stringing foreman, which entailed the construction of a 40-mile 25-foot right of way to Abgaiq—a new large oil field under development at the present time.

If it had not been for a strict "hands off" policy on the part of the company, due to delicate religious and political taboos, the fellows would have had many opportunities to become amateur archaeologists—for example the time he and Brother Jimmie Mead dug into the corner of an ancient buried city, and then had to leave without even a souvenir.

The trip home, which was made by plane, while uneventful was very interesting with stop-overs in Rome, Limerick, Ireland, and Iceland, and while it seems good to be home again, Bob says that the whole thing was a very worthwhile experience.

Cons Bust Up Vet Picketline



Strikebreaking cops push back vet picketline outside strikebound trolley barn in Lancaster, Pa., to permit passage of scab-manned car. Attempt to break strike, called by Local 1241, Amalgamated Assn. of Street Electric Railway & Motor Coach Employes (AFL), has returned only handful of cars to operation. Strikers operate free hack service for GI's. (Federated Pictures)

Round-up of the news from Utah

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

Salt Lake—To more accurately report conditions throughout Utah during the past month it was decided by your representatives to make one report this month instead of the usual two or three. Another reason for deciding upon this course is because to be better represented it has been necessary for your representatives to act together on a number of different matters and one report will prevent duplication and unnecessary reading.

To our minds the most important development during this past month concerns the Utah Construction Co. and we will report upon this matter first. For some time our relations with this company, while cordial, have not been entirely satisfactory. This has been due, mainly, to the lack of an agreement covering all this company's operations. For a number of months it was hoped that the Associated General Contractors Chapter of this area would keep the often repeated desires of some of its officers, at least, and sit down and negotiate a master agreement with the Building and Construction Trades Council. Such an agreement we felt would cover the Utah Construction Company's operations and alleviate the situation.

Ask Separate Pact

Despite considerable pushing on our part this failed to materialize and we then hoped to negotiate with the A.G.C. an agreement covering the Operating Engineers. During the early part of February we came to the conclusion that this development was not liable to occur in the near future and because of this and other developments decided to ask the Utah Construction Co. to negotiate a separate agreement with Local No. 3 covering its entire operations as far as the operating engineers were concerned.

Union Value Shown

There occurred at this point the best illustration of the value to the membership of a large powerful union. The matter of the Utah Construction Co. was taken up with our San Francisco office and the assistance of Brother "Vic" Swanson, Business Manager, was enlisted. He in turn contacted the main office of the company and, although we don't know what he told them, it is reported to us that the company was informed that if it didn't put its affairs on a satisfactory basis in Utah, diplomatic relations, so to speak and to be diplomatic, would be severed every place. We do know that upon the return of Mr. Allen Christiansen from San Francisco we immediately entered into negotiations and are still in negotiations at this writing.

Overall Agreements

The type of agreement being negotiated is an overall, comprehensive agreement covering all the company's operations in which operating engineers are employed. It covers construction work, shops, rock, sand, gravel, crushers, hot plants, mines and all similar work and may include rules for continuous operation and apprenticeship. Included in it will be all working rules covering these enumerated types of work and a little thought will show you why we are being very cautious as to how we proceed. The reason is that this agreement may affect your welfare for many months to come. Demanded, of course, is a substantial increase in wages. Before this appears in print we hope to have held a meeting of all the members in the state and to have reported in detail for your approval or disapproval.

Geneva Pay Increase

During the past month employees at the Geneva Steel Company received a substantial increase in pay. This increase, despite CIO attempts to belittle it, amounted to more actual cash in the pocket for members of the American Federation of Labor, according to actual time worked, than that received by CIO members and it was secured without loss of time by our members at Geneva. This is said without meaning to belittle the efforts and sacrifices of the rank and file of the CIO Steelworkers. For without that sacrifice it would not have been as easy to come to the arrived at settlement. It is said simply to illustrate that; A. F. of L. union officials do not care to cause the membership unnecessary sacrifices when peaceful negotiations will obtain the same object.

Men Win Benefits

Members of Operating Engineers Local 3 who were forced out of work due to the strike of the CIO at the Utah Copper Co. last month, due to active intervention of your officials, were the beneficiaries of a ruling that made them eligible to draw unemployment benefits. If any member has not received his checks or has been ruled ineligible, please report the matter to the Salt Lake City office so that it may be investigated and corrected if possible. Please also read the warning in regard to this matter at the end of this article.

Warn of CIO Aims

Our members who were employed by the Utah Copper Co. are warned that the CIO is attempting to involve them in a lawsuit against the company and advised not to become involved in this attempt. If it proves advisable to enter suits in the courts in your behalf or in order to protect your interests you can rest assured that your organization will do so at the proper time and in a manner that will secure the greatest benefits. We are not saying that this method may not succeed but we do know the history of the Utah Copper Co. as far as lawsuits are concerned and how slow the courts are and this move may be playing right down the company's alley.

Big Jobs Coming Up

As far as construction work is concerned you don't need to be told that the last month was slow. But perhaps you will be encouraged if we tell you of some of the jobs let recently and which may be going when this is read. W. W. Clyde (whose attitude has been very friendly lately) was the successful bidder on the St. George Airport. This job will run over a \$100,000. He was also low-bidder on the Price Canyon job, a State Road Commission job, which runs over \$102,000. The low bidder on the State Road Commission's job at Scripps was Strong and Grant. This job will run over \$200,000. Several other smaller jobs have been let or bids received on during the past month which run between \$20,000 to \$30,000. State Road Commission officials inform us that bids from contractors are running very close to the engineers estimates, which means that there is not great danger of any bids being thrown out because they are too high or the engineer's estimates too low.

State Road Commission officials inform us that their budget for 1946 includes \$1,973,308 of State money and approximately \$5,500,000 of Federal matching funds. Contracts which will probably be let during the month of March include the four-lane highway between the point of the Mountain and the Draper Crossroads (no es-

timate available), the Bonanza Mine Road in the Uintah Valley, \$130,000, and several others. Also expected to start soon are several private jobs, which, added to the other, means that the picture is looking up, to say the least.

Material Shortages

One very serious situation that we are facing is the shortage of materials, a shortage that may have a serious effect on the erection of buildings, etc. It is indicated, however, in reports made to us by contractors and others, that this shortage will not be too seriously felt in the dirt moving and excavation trades due to the fact that few of the short materials will materially affect this business. In order to protect our membership, though, we are working with several committees formed to attack this problem and hope to be of some help in solving this matter.

Spring is coming and with it work will begin to pick up so a word of warning. Before going to work be sure you are cleared properly to the job. Do this regardless if you were on the contractor's payroll last fall. If he wants you, unless there is a good and sufficient reason otherwise, we want you to work for him. But don't cause yourself and your representative the embarrassment of his having to rule you off the job and to file charges against you because you weren't cleared.

When you get on a job get together with your brother engineers and choose a steward and then see that all violations of the working rules are reported to him and by him reported to your representatives. If the members do this, help police the jobs, it leaves your representatives time to help expand the organization and build conditions. Remember, good members make a good union and a good union makes good wages and conditions.

WORD OF ADVICE ON UNEMPLOYMENT INSURANCE

The Utah law is very explicit in many matters which vitally affect you in drawing your unemployment benefits. First it says that you must "be able and available for work." In order to determine this you are required to report on a designated day each week to the Employment Office. Failure to report on this day may cause you a delay, at the least, in the issuance of your unemployment checks. If for any reason you cannot report on that day, report the day before and explain the reason. If in doubt, consult your Business Representative; he is trained to help you.

You are also required to accept any "suitable work" offered you. If offered work by the employment office or an employer and you doubt that it is suitable, again consult your Business Representative. He will be able to advise you. Don't lose your unemployment benefits because of a technicality. This isn't being written lightly, but in full seriousness, because a tendency has been noted of late of the Employment Securities Commission being quick to rule men and women ineligible on technicalities. Take a little time. Protect yourself and give your organization a chance to protect you.

Jobs Here and There Around the State

Logan is quiet with only shop work being carried on by the Olaf Nelson Construction Co. and the Carl Nelson Construction Co. The difficulty with the Clarence Waterfall Co. in Ogden seems well on the way to being ironed out. About fourteen members are employed by this company. It is hoped that this will lead to a settlement with the

Wheelwright Construction Co. of that city.

Negotiations with both companies are being held up pending a settlement with the Utah Construction Co. . . . Besides the Utah Construction Co. in Salt Lake City, which employs at present about 30 members, a number of small jobs, mostly housing jobs, are moving along. Included among those are the Heb Glen Construction Co. with eight members; the Frank Perry Construction Co. (Frank is a member) with six or eight; the Lee Tuft Construction Co. with about seven members, mostly on land leveling; the Enoch Smith and Sons Construction Co. with about ten members employed steadily; the Frank Bowers Construction Co. with a number of members; the Byron Ewell Construction Co.;

the Theo Woods Construction Co. and others, all of whom are expecting to expand. . . . Out of the Provo office the Warren Co. is adding to its crew; the Bureau of Reclamation has the same crew and we have the same troubles with the Bureau; the Walker crew has been reduced; Lenn Creer is starting up for the spring rush; Deal Mendenhall has opened his shop and is getting ready to go; W. W. Clyde is getting his equipment in shape for the summer; and other outfits are showing signs that spring is coming. . . . Work around Cedar City that was being carried on by the Utah Construction Co. in the Iron Mines has, due to the steel strike and other reasons, been completely closed down. It is expected, however, that they will reopen soon.

Sacramento region quiet

(Continued from Page 3)
the A. F. of L. has been continuous for 26 years.

On learning of the endorsement, Brother Quinn said: "I appreciate the interest shown on my behalf and I take this opportunity in thanking the members of the Engineers Union Local 3 for their endorsement and support of my election of the Board of Equalization."

The primary election will be held June 4, 1946.

His district embraces the following counties: Alameda, Alpine, Amador, Contra Costa, Fresno, Inyo, Kern, Kings, Mariposa, Madera, Merced, Mono, Calaveras, San Joaquin, Sacramento, Stanislaus, Tulare, Tuolumne.

Members in the above-mentioned counties are requested to support Brother James H. Quinn in his coming election.

REMINDER: Our Sacramento Office is no longer open on Tuesday evenings. All Union business must be transacted between 8 a.m. and 5 p.m.

Marysville—This northern end of the valley has received its share of the rain, but is rapidly getting in shape to work. To the cat skinner the signs of spring are denoted by the number of cats able to get back in the flat places and start working.

Harms Bros. are off to a good start on their highway job between Arbuckle and Williams. They have added four new Cobras to their string of equipment and Jim Sheldon has them set for some fast dirt moving. Jack Crum has been herding this string of equipment. The company's office is at Arbuckle.

That "Parker Job"

Parker's job at Comptonville has been one that has afforded only a bare subsistence to Local 3's skimmers. Wet weather, and sometimes the snow has been mostly responsible for the slim pay checks. There have been, however, several other contributing factors. These we hope to have straightened out once and for all by the time this reaches you.

Pomeroy's bridge job at Marysville has been on the slow bell for the past month. Brother Stuart is Mechanic and Brother Nick LeFurgy is going on the crane. Parker has about ten rigs, mostly jeeps, on the ramps. Parker also starts the Knight's Landing job with five cats. This job has also been down for the winter.

Yuba Sand Balky

Yuba Sand & Gravel of Marysville at first were agreeable to our Rock, Sand & Gravel Agreement, but then backed off. Supt. McBirney is agreeable to the new scales

but that retroactive pay is the headache. This should also be cleaned up very soon.

P.C.A. is a continuous operation—year in and year out on their sand plant. Dig—then dig some more. In the summer the sand is cleaned out. In the spring—flood stages of the river fill her up and it's set for another summer. Brother Leroy Gingrick is back from Naval service and is now piloting the slack-line at this Yuba River plant.

Wind Up Cobra Job

M & K are wound up on their Cobra alteration job at the river plant. Brother Norman Kelley, who has been continuously at this plant is going back to Iowa, we hear, to do a similar job on M & K's equipment in that state.

The grapevine tells us that this plant is going to operate under new management. This plant will provide work for a few of our Brothers—close to home, too.

O. K. at Oroville

Dropped in at the Oroville Gravel Pits and everything seems to be on the beam at this plant. This is one of the most harmonious operations in northern California. There are no beefs. Each engineer does his work and then helps his co-workers if they need it. On each member's shoulders falls the responsibility of keeping this job in shape and they have done a swell job.

Lester Rice has developed his organization to a point where he can handle the bulk of the requirements in this area. His ready-mix plant, now under construction, will be in operation by about the 15th of March. He is furnishing concrete to the Acme Hop Ranch at Nicholas—has a two-mile stretch of black top for the county, at this point and is under contract to furnish 17,000 yards of concrete for the bridge.

Harold Shaver, member of Local 3 and formerly superintendent of Parker's shops, bought himself a cat and scraper and is going to take a whirl at contracting. Brother Shaver should know this game real well—and we wish him in his venture "Good Luck!"

—BILL WAACK.

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Nevada

(Continued from Page 3)
towns be sure and stop in and say "hello". I am sure they will appreciate your call.

Any of the Brothers wishing to get in touch with me, and I can be of service to them, be sure and call Sparks 9-2436.

MEETING NOTICE

We are going to start holding regular monthly meetings, on the 4th Thursday of each month, at the Labor Temple, 440 North Virginia Street, Reno, Nevada.

All the Brothers are invited to attend. Let's see you all there.

News from the San Francisco office

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

San Francisco—Work in this area is picking up considerably due to the sunshine drying out the dirt. Have been having a little difficulty with Emsco Company regarding engineers on air compressors, but we are getting this matter pretty well adjusted. Also, the various building contractors in this area don't seem to want an engineer on their air compressors. We visited various jobs in the locality, keeping an eye out for air compressors running without an engineer.

The San Francisco Building Material Dealer Yards are running very harmoniously since our jurisdiction has been straightened up and our men have received their increase in wages. The boys at the garbage dump are all happy because of their increase in money. Piombo's reservoir job is proceeding slowly at this time, also Harney's job at the cemetery. Eaton and Smith out in the sand dunes also has been moving rather slowly due to the weather.

Work Ready to Boom

Construction work for this area within the next thirty to sixty days should get into full swing.

Gerwick-Morrison-Twaits' job at Hunters Point is in the finishing stage. They are now finished with their sand dredging operations and are completing the last section of the pile driving on the cellular piers. American Bridge Company is about ready to start erecting steel on the job being completed by Gerwick-Morrison-Twaits. Work should begin on this project within three weeks.

Hunters Point Work

Barrett and Hilp have completed the foundation work for the new

boiler and plate job at Hunters Point and the job is now ready for steel erection but the contract has not been let as yet. Several million dollars has been allocated to Hunters Point for additional construction work but no call has been issued as yet for any new contracts. Swinnerton and Walberg are about ready to start on the new Matson building on Main Street. Grant Construction Co. were low bidders on the new warehouse on Seventh Street for the Standard Oil Company. This project will furnish employment for quite a few of our members.

Apparel City Fill

Charles L. Harney Co. are at the present time filling in ground for the Apparel City project on Oakdale Avenue just off Bayshore. This is a large construction project and will involve considerable work, including pile driving, steel erection and concrete work. Eaton and Smith have started on their Lake Merced sewer job and four brother engineers are employed there.

M & K Corporation (formerly McDonald & Kahn) are low bidders on the Steiner Street sewer job and intend to start work on that about the 15th.

Ship Agreements

Negotiations were finally completed on the evening of March 4 on the Pacific Coast Master Shipbuilding agreements, both for new construction and ship repair, with an 18 per cent raise across the board agreed upon and the retention of 11.6 division for ship repair work. Ways and means are now being devised to reopen all of the Bay area shipyards closed by the Machinists strike on October 29, 1945. It is hoped that the arrangements will be completed and that such a back to work movement will

result in the yards being in full operation again on about March 15.

Waterfront Slow

Work along the waterfront among the stevedoring and salvage companies is very slow right now. Very little freight is being moved aboard ship and of course as a result, there is very little work for the derrick barges to perform.

Notice to Shovel Crews

It has been called to our attention that some of the contractors are starting members, especially shovel crews, to work before 8 a.m. Our agreement with the Associated General Contractors of Northern California states that the first shift starts at 8 a.m. to 4:30, with a half hour lunch period or to 5 p.m. if one hour lunch period is taken. Any starting time before eight and not earlier than seven shall be agreed on by mutual consent between employer and representatives of the organization. Mr. Piombo and the Harney Company were starting the shovel crews at 7:30, the day ending at 4. This matter has now been straightened out. The men go to work at 7:30 to 4:30 which gives them the half hour overtime rate before 8 o'clock. In other words, before 8 and after 4:30 is overtime unless agreed to by the organization. We also wish the members going to work outside of the regular working hours would please notify our Business Representatives so overtime can be collected as per agreement.

From San Mateo

Business for Local Union 3 is steadily increasing in this area as the weather improves.

Macco Construction Company have started the overpass over the Bayshore Highway at Burlingame, a pile driving rig has been moved

in to drive some test piling. This company has also started operations on their San Francisco Airport job that was discontinued last fall on account of the wet weather.

The local contractors in the district are all busy on real estate developments and subdivision work.

At the Bay Meadows race track the California Jockey Club is busy putting in a red rock fill throughout the stable area in preparation for the coming race meet.

Airport Bids Open

The bids for the new San Francisco Airport are to be opened on March 12. This work consists of six million yards of fill and will possibly last a year or more. Some of the prospective bidders your representative talked to plan to move about thirty-five thousand yards per day. There seems to be a great many bidders for this job. Engineers Union Local 3 and

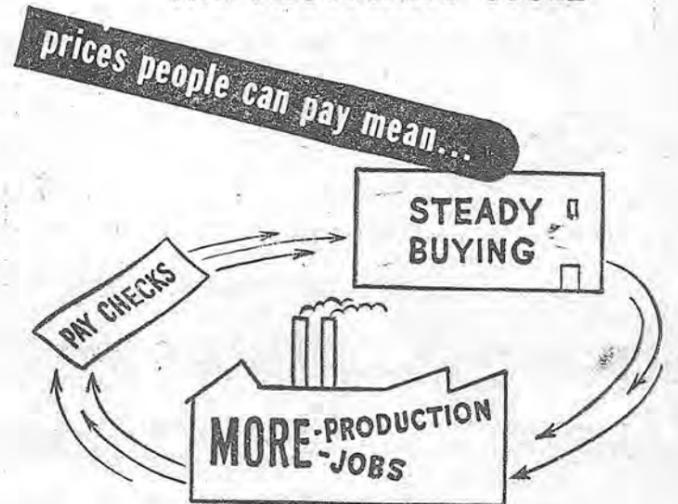
some other crafts have experienced some difficulty with a small group of contractors in the land clearing business, but have succeeded in clearing most of this up in the last few days.

THE COW'S HUSBAND



"The Nation is not better off because more people are working."—SENATOR ROBERT A. TAFT of Ohio, speaking in the Senate, Sept. 27, 1945.

THE PROSPERITY CYCLE



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(NF-M2135 (2-46))

Daily report of awards for construction jobs

February 6, 1946

PROVO, Utah, contract awarded to Carl B. Warren, \$442,751, for construction steel pipeline and construction, Salt Lake City Aqueduct.

SACRAMENTO, Calif., contract awarded to Harms Bros., \$219,031, for about 3.3 miles grade and plantmix surfacing on cement treated base and construct reinforced concrete bridge across Cortina Creek between 3 miles north of Arbuckle and 4 miles south of Williams in Colusa, California.

SAN FRANCISCO, Calif., contract awarded to M & K Corp., \$116,946, for construction of reinforced concrete sewer in upper Army Street, S. F.

February 7, 1946

STOCKTON, Calif., contract awarded to A. Teichert & Co., \$80,047, for additional drainage and ext. of motor parking area.

February 8, 1946

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$5,050, for asphalt concrete surfacing of east half of 43rd Ave. between Ortega and Pacheco Sts., S. F.

SAN FRANCISCO, Calif., contract awarded to \$2248, for construction of emulsified asphalt non-skid surfacing on Pine Street, between Kearny and Stockton Streets, S. F.

SAN FRANCISCO, Calif., contract awarded to Erbenraut & Summers, \$1,123,650, for construction of a 4 story reinforced concrete supply

store house at Naval Shipyard, San Francisco. Hunters Point.

OAKLAND, Cal., contract awarded to M. B. McGowan, for furnishing and driving creosoted piles for building foundation at 98th and San Leandro, Oakland, Calif.

February 15, 1946

SAN FRANCISCO, Cal., contract awarded to Guerin Bros., \$15,739, for installing 10" water line from Water Works to main drive, at Strawberry Hill Reservoir in Golden Gate Park.

SAN FRANCISCO, Cal., contract awarded to H. Earl Parker, \$470,032 for 3.142 mi. grade and pave., etc., Placerville-Lake Tahoe, El Dorado National Forest.

RICHMOND, Calif., contract awarded to Biltwell Const. Co., \$125,277 for construction of a 3 story 100 x 100 ft. warehouse in the district.

February 15, 1946

SAN FRANCISCO, Cal., contract awarded to Associated Engineers, \$872.40 for drainage corrections at Alamo and Alta Plaza Squares.

February 19, 1946

SACRAMENTO, Calif., contract awarded to Utah Const. Co., \$260,925, for about 3.4 mi. grade and plantmix surface on concrete run base between Shingle Springs and 1 1/4 mi. W. of El Dorado, El Dorado County.

SACRAMENTO, Calif., contract awarded to T. E. Connolly, \$27,032, for construction levee setback at 6 locations on San Joaquin River.

MARE ISLAND, Calif., contract awarded to Peter Kiewit Sons, \$891,647 for const. of buildings and warehouses and mechanical and electrical services for Reserve Fleet Berthing at Navy Yard, Mare Island.

February 20, 1946

TRACY, Calif., contract awarded to A. E. Downer, \$8914, for construction of 8" and 10" sewers and water lines in Tracy, Calif.

SAN FRANCISCO, Cal., contract awarded to M & K Corp., \$796,989, for construction Scott Street Sewer in 17th, Church, 14th, Sanchez and Steiner Streets, S. F.

CALISTOGA, Calif., contract awarded to Asta Const. Co., \$2166 for construction of sewer and water lines in Calistoga.

CALISTOGA, Calif., contract awarded to Asta Const. Co., for furnishing and installing 1730 ft. 8" sewer and appurates.

CALISTOGA, Calif., contract awarded to H. E. Conners, \$976, for installing 1400 4" weld steel waterline in Calistoga.

CALISTOGA, Calif., contract awarded to H. E. Conners, \$2868, for installing 4400 6" weld, steel waterline in Calistoga.

February 21, 1946

FRESNO, Calif., contract awarded to Pacific Pipeline Const. Co., \$15,651 for installing of sewers in High additions, Clinton Terrace, Frisbee Tract, Weldon Terrace, Fresno, Calif.

SAN FRANCISCO, Cal., contract awarded to Duncanson Harrelson Co., \$5494 for repairing damaged deck and fenderline along south side of Pier No. 24.

SACRAMENTO, Calif., contract awarded to McGuire & Hester, \$1120 for trench digging work at Napa State Hospital, Napa.

February 25, 1946

SAN FRANCISCO, Cal., contract awarded to Clinton Construction Co., \$483,699 for construction single story warehouse at 7th and Irwin Streets, S. F.

February 26, 1946

FRIANT, Calif., contract awarded to Bechtel Bros.-McCone, for earth work construction of lining and structures at Friant-Kern Canal, situated from 14 mi. north to 15 miles east of Fresno, Calif.

LATHROP, Cal., contract awarded to A. D. Schader, \$31,900, for railroad rehabilitation at the Depot.

February 27, 1946

SAN FRANCISCO, Cal., contract awarded to S. F. Water Dept., \$4389, for laying 2" and 6" water mains in Lilly St., Prescott Court, Buena Vista Terrace and 15th St., S. F.

SAN FRANCISCO, Cal., contract awarded to Fred F. Fairey, \$1227, for laying 8" cast iron water main in Alemany Blvd., east of Naglee.

February 28, 1946

STOCKTON, Calif., contract awarded as follows for construction 1-story and 2-story ward bldgs. at

Stockton State Hospital, Stockton, Calif.:

General Const. awarded to H. Mayson, \$1,134,416.

Electrical work awarded to Collins Electric Co., \$42,620.

Plumbing work awarded to J. A. Fazio, \$103,821.

Heating and ventilating to Chas. Thumm Co., \$104,390.

March 1, 1946

MOFFETT FIELD, Calif., contract awarded to Erbenraut & Summers, \$393,000 for construction of a 6x6 ft. wind tunnel laboratory building at Moffett Field.

SAN FRANCISCO, Cal., contract awarded to E. J. Treacy, \$7090 for construction Locust Street sewer from Jackson to Presidio Ave., S.F.

SAN MATEO, Calif., contract awarded to C. F. Parker, \$113,324 for construction of conc. and steel 8 classroom Laurel School, San Mateo.

March 4, 1946

OAKLEY, Calif., contract awarded to McGuire & Hester, \$44,270, for const. of vitr. sanitary sewers in the district.

SACRAMENTO, Calif., contract awarded to Healy-Tibbitts Const. Co., \$13,345, for repairs to bridge fender across Napa River at W. City limits of Vallejo, Solano County.

SALT LAKE CITY, Utah, contract awarded to Strong & Co., \$193,895, for 5.075 miles 2 1/2" plm. surfacing, U. S. No. 91, between Holden and Scipio in Millard County, Utah.