



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL 3

STATIONARY ENGINEERS LOCAL 39

VOL. 7—No. 6

SAN FRANCISCO, CALIF.



JUNE 15, 1949

Power Lobby Out To Kill CVA

PROFITS JUMP 4 TIMES AHEAD OF U. S. WAGES

Facts dispel the false claims by industry that profits are decreasing.

A New York Times survey reveals that 300 companies made 9 per cent more in the first quarter of 1949 than in the comparable 1948 period. Yet business wants lower taxes and special favors from the government to help it see through these "difficult" times.

But average weekly earnings of factory workers increased only 2.4 per cent from March 15, 1948 to mid-March 1949.

FOUR TIMES WAGE RISE

In other words, profits went up almost four times as fast as wages.

At the same time, the cost of living, as measured by the Bureau of Labor Statistics, was up 1.6 per cent on March 15, 1949, over the same date last year.

While profits continue to soar, Labor Department figures show that wages are declining steadily. From a high of \$55.01 last December, average weekly factory earnings went down to \$52.62 on April 15.

Here are some more facts in the profit picture:

Net profits of 300 representative companies were \$974,512,000 for the first three months of 1949, as compared with \$891,682,540 in the same period in 1948.

Although profits of a few companies have decreased, earnings of many major industries have continued to skyrocket.

MAJOR STEEL MEN FATTEN

The combined net income of the 11 leading steel producers went up 62 per cent. Ten smaller steel companies made 42 per cent more than in the first quarter of 1948.

Ten automobile manufacturers gained 39 per cent in net profits. Chemical companies made 22 per cent more than a year ago.

Other industries where profits went up are iron and steel, outdoor machinery, railroad equipment, mining, aviation, electrical manufacturing, floor covering, paint and varnish, cement, dairy products, baking, candy and drug.

The net income of 297 industrial manufacturers increased 26 per cent in the first quarter of 1949 over the same period of 1947. —(LLPE).

Delta-Mendota Job

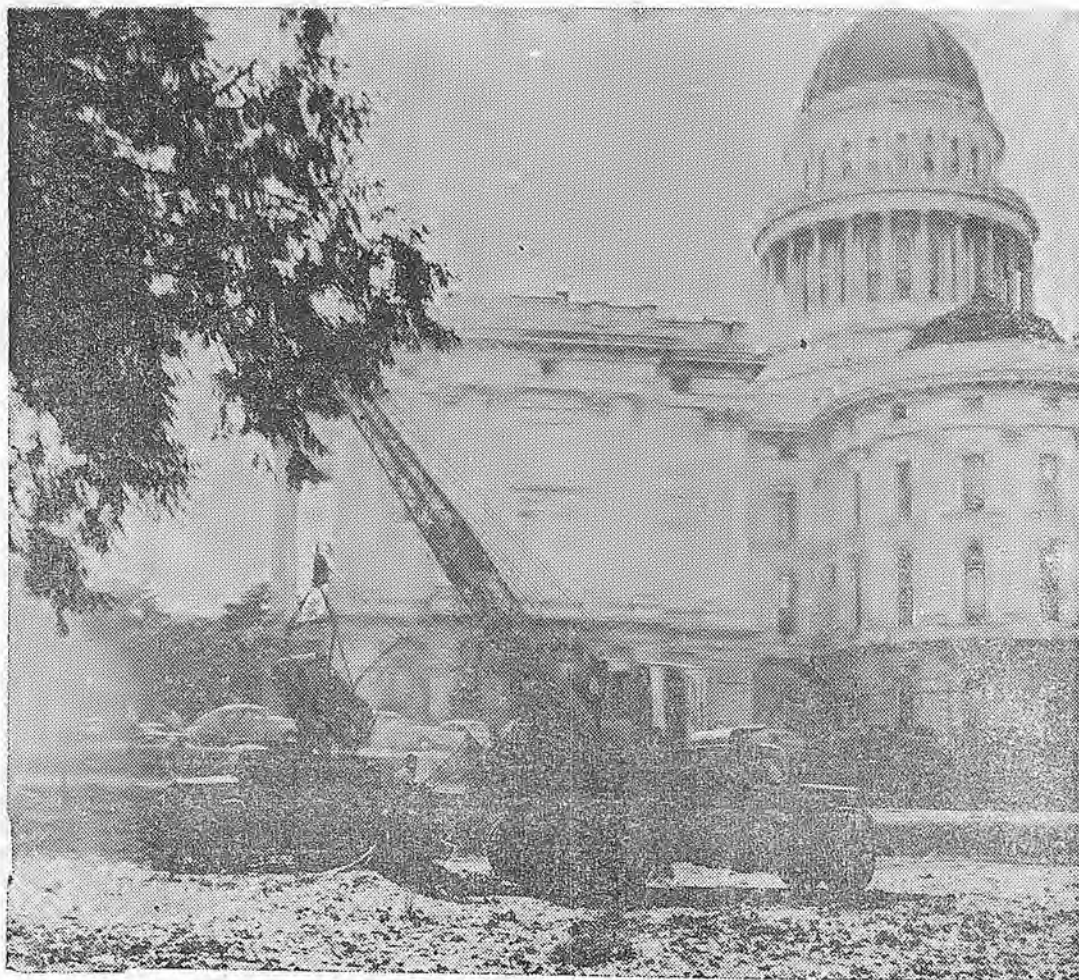
Western Contractors were low bidders on a new 17-mile section of the 153-mile Delta-Mendota Canal. Work will not start until excavation is completed up to the new section.

Fishing in the Rockies

It's fishing time in the Intermountain Empire, and the brothers from that district report much interest in the sport. They boast the world's best fishing and fishermen.

Meridian-Colusa levee job is double-shift with a big gang to work some 18 months with over seven million yards to move.

Dragline Prepares Way for Capitol Annex



Brothers Roy Moore and R. E. Woodbury have dust flying as the rig they are operating digs the footings for the new building in Capitol Park. Photo by courtesy of the SACRAMENTO UNION.

60 Were Killed At Work in March

A total of 60 fatal industrial injuries was reported to the Department of Industrial Relations in March. This compares with 44 in the preceding month and 45 in March 1948.

Of the fatal injuries reported in March 1949, 17 were as a result of vehicle accidents, 14 of which occurred on highways.

Falls resulted in seven fatalities reported in March. In one case a kiln foreman was walking along a catwalk in the kiln when a board gave way causing the man to fall against the kiln wall. In another case a worker sustained fatal injuries from a fall over a 27-inch banister on a staircase. A con-

(Continued on Page 5)

FINAL REPORT OF ELECTION COMMITTEE JUNE, 1949

RESULTS OF BALLOTING BY MEMBERS OF LOCAL 3

Local Union Manager
Victor S. Swanson.....4,622 votes

President
Pat Clancy 3,646

Vice-President
H. O. Foss 3,320

Dan P. Schuman 384

Recording-Corresponding Secy.
C. F. Mathews 3,635

Financial Secretary
T. M. Bynon 3,600

Treasurer
P. E. Vandewark 3,605

Conductor
E. P. Park 3,540

Guard
Paul Edgcombe 3,470

Trustees
Arthur E. Whitlock 3,463

J. A. Carahoff 3,440

Ernest Miller 3,454

Auditors
Lester M. Collett 3,172

H. L. (Curly) Spence 3,386

E. A. Hester 3,021

Richard Hutchings 1,013

Executive Board
Harry Metz 2,983

M. G. (Mickey) Murphy 2,973

Ed Doran 2,885

Chet Elliott 2,826

Al Clem 2,888

James Murphy 1,010

Vearyl A. Boyer 642

Al Leerberg 506

George R. Stevens 970

Amendment to By-Laws
Shall the Executive Board of Local Union No. 3 be increased to 13 members?

Yes 2,512

No 1,144

Proposition
Are you in favor of continuing the Engineers News?

Yes 5,060

No 76

Respectfully submitted,
(Signed)

E. L. GARRETT

C. E. DEES

R. F. SWANSON

A. G. BOARDMAN

J. D. MATTESON

SUMMARY
Total number of ballots mailed 12,285

Total number of ballots received from Post Office 5,237

Void for cause 18

Total counted 5,213

Skidders vs. Rattlers

Local 3 boys on the road job at Chico Cut-off, cutting through lava rock, found a new hazard—rattlesnakes. At last count 14 had been killed. The boys don't get off their cats until well out of the rocks.

Strike Hurts Hawaii

Local 3 members in the islands report that the month-long waterfront strike has cut jobs down heavily, with construction down 50 per cent.

An angling license is required for the taking of all species of fish, mollusks, and crustaceans, says the Division of Fish and Game.

3-E Cancels Meeting

The meeting of Technical Engineers Local 3-E, which would ordinarily be scheduled for Friday, June 24, at 8 p.m., at the union offices in Oakland, was cancelled inasmuch as all business was transacted at the special meeting of June 17.

VICIOUS FIGHT IS UNDERWAY IN WASHINGTON

An historic all-out battle is now underway in the back-rooms of the nation's capital to smash the administration's proposed Columbia Valley Administration bill, according to word from the AFL's Labor League for Political Education.

Unions, farmers and businessmen of the Northwest are demanding CVA to check disastrous floods, stimulate production, sales, and general business activity, and provide badly needed power for new private industry and for defense projects.

Lined up against CVA is a variety of private interests, headed by the all-powerful power lobby. LLPE charges that the power lobby has dedicated itself to smear Atomic Chief Lilienthal because he was a success at TVA and now proposes to produce public power from our vast atomic projects.

BUNGLING THE JOB

Army Engineers and the Bureau of Reclamation are at present in charge of development at Columbia river and are bungling the job, according to LLPE. There is "amazing lack of cooperation" and "too much jealous competition" between the two agencies," says LLPE.

Big contractors who have established pipelines with existing agencies oppose CVA and "feel they make out better under the present confused and inefficient 'pork barrel' arrangement," LLPE says. Bureaucrats oppose it for fear of loss of power.

Smartest move is by the power lobby, which operates through "water associations," Rotary clubs, chambers of commerce, etc. It also is using pressure through the Engineers, and, of course, has its chosen Congressmen, including "Kerosene Lamp" Senators Hickenlooper and Ferguson.

Says LLPE: "America's standard of living, her competitive position in the world markets, her actual national security, depend on ever-expanding power output at lower unit costs. The vicious fight of the power lobby to 'get' Lilienthal and stunt the growth of atomic energy, and to kill CVA, is just as 'un-American' as if action had been directed from the Kremlin by Joe Stalin."

Feather River Jobs

PG&E's \$62 million power outlay on the Feather River is nearing completion. For a full report on this, see story inside.

Alaska Ice Pool

Bro. Don Perron just missed winning \$55,000 in the Alaska "Ice-Break Pool." Don bet at first it would break at 12:39, then changed at last minute to 2:39. You guessed it—it broke at 12:39.

Considerable industrial growth at Redwood City Harbor these days.



ERICK LARSON
April 26, 1949

J. L. WAUGHTEL
May 10, 1949

HAROLD FRANCIS AUSTIN
June 1, 1949

W. J. STEDMAN
June 6, 1949

DAVID M. RHOADES
June, 1949

LAWRENCE LEYDIG
June, 1949

PAUL W. BEAUCHAMP
June 11, 1949

Big Business' Advertisements

The reactionary management of the Standard Steel Springs Company, in the 6th of a series of full-page propaganda articles it has been running in the nation's press, comes up with another lulu captioned: "The Star Gazers and Social Dreamers Won't Like This One."

It then explains: "You may think this crusade to regulate and restrict business profits is no concern of yours because you are not a stockholder in business. Well, the critics and social dreamers won't like this one—but, let's open it and take a look."

Then it presents it's "startling" (Ho! Hum!) evidence to the effect that American business is "owned" by 18 million stockholders, and that altogether 78 million people actually have a stake in American business because they are insurance policy holders or own a savings account.

J. A. Livingston, a business analyst who runs a widely published syndicated column in the dailies, didn't agree with either those figures or the interpretation. Standard Steel Springs, Livingston observed, committed a common error when it stated that 18 million people own the corporations.

"Yet, less than a year ago," continued Livingston, "the Federal Reserve Board published an estimate that the number of shareholders is only 6 million, or one out of every 15 adults . . . The affect of such a misstatement, however, well meant, is to discredit the whole presentation. The average American who doesn't own any stock will wonder: 'I don't own any stock . . . Who are these 18 million?'"

Another thought we want to stress is that a comparatively small handful of managers and financiers run these corporations as if they owned them lock, stock and barrel, even though their own investments are a minute proportion of the total. The stockholders have very little to say about THEIR property.

The big boys, the insiders running these corporations, reserve a very substantial part of the profits for themselves in the form of fantastic salaries, bonuses, pensions. "Rights" to buy the stock much below the market price, and make other personally profitable manipulations at the expense of the stockholder.

As Secretary of Labor Maurice Tobin recently put it: "The economic destiny of millions of workers and hundreds of thousands of stockholders is determined by a few men. Under such circumstances, we lose our individual economic freedom and set the stage for loss of our political freedom."

What we need is a lot more democracy in the direction of the corporations themselves and a larger voice for the stockholders in their affairs. Just how that is to be brought about is a job for economists and specialists to determine. But if it isn't solved, this country will be run for the benefit of the corporation officials instead of the people.

Trade Unions and Public Relations

The value of good public relations is widely recognized today. Big Business maintains expensive public relations departments and highly-trained experts. They are responsible for placing all phases of their employers' activities in a favorable light before the public.

Management, particularly when it is in negotiations with its employees, does not hesitate to spend large sums on newspaper and radio advertising to support its case and to discredit that of its employees.

In the maintenance of good public relations, organized labor lags far behind organized employers. The trade unions cannot expect to match the unlimited resources of the latter. But they can and must take more effective steps in the future to inform the public of the democratic nature of trade organization and of its broad social aims and objectives. Only by such means can organized labor overcome the handicap of an inadequate, and often hostile press.

The establishment of public relations departments and the employment of trained personnel will cost money. The trade union movement must be prepared to shoulder their responsibility and foot the bill in order that the job may be done.

A New Racket

Reactionary Senators and Congressmen who are opposed to the Truman "Fair Deal" program particularly in the social security and health insurance fields have invented a new racket.

They project the estimated and imagined cost of such a program for 50 years and then have stories written in the papers which give the impression that the 50-year cost is the immediate cost of the program.

They tried this out on the Veteran's Pension Program and it went over in pretty good shape so now it is used to oppose any proposed expenditures in the public interest.

You can see the dishonesty in this argument if your Congressman comes up to you and says "John Jones, you are going to spend \$111,000 for food before you die. Have you got that much in the bank? If not you are bankrupt and broke. Better stop eating."

Chicago Engineers' New Home to Have Museum of Tools

Chicago.—The International Union of Operating Engineers (AFL), Local 399, has begun construction of a new two-story building in one of Chicago's most desirable locations, to house the local's offices and a permanent exhibit of tools used by members.

To the best knowledge of Andrew Leach, chairman of the local's building committee, it will be the first union home ever built to contain an industrial museum of essentials used in the engineer's trade.

For many years, Local 399 has maintained a continuing educational program to keep its members abreast of the latest developments in air conditioning, refrigeration, combustion, economical use of fuels, and other scientific advances.

The union, one of Chicago's oldest and strongest, is composed mostly of stationary engineers in public buildings and downtown skyscrapers, who, like surgeons, cannot afford ever to cease studying their work.

HOLD CLASSES

Classes held twice weekly in rooms now rented by the union usually draw 150 to 200 of the members, most of them oldtimers who find it necessary to bone up occasionally so they won't rust in their jobs. When the new building is finished, the classrooms will be transferred there.

The structure, designed by the architectural firm of Atwood & Goldberg, will be built of concrete, steel and glass. The design will be simple and functional, of the most modern style. It will contain an auditorium to seat 750, which will be used both for lectures and for business meetings of the union.

\$200,000 INVESTMENT

The office section will front on 50 feet of Jackson Blvd., the auditorium section on Gladys Ave., the next parallel street south. The site at present is in the middle of a block but will be on a corner when Chicago's great northwest superhighway, now in the planning stage, is completed. The union's building will stand close to the point where the northwest superhighway will turn into the still greater Congress St. superhighway, Chicago's road development of the century.

Excavation for the building was started this month. It will be completed in November or December, according to present schedules. When finished, land and building value will be in excess of \$200,000.

"We intend it to be a monument to our craft and to the men who built our union," said Leach.

★ ★ ★

Truman Approves Bill For TVA Steam Plant

Washington.—Construction of the Tennessee Valley Authority's new steam plant at Johnsonville, Tenn., was assured here with the signing by President Truman of a \$524,700,000 deficiency appropriation which included funds for that purpose.

The 81st Congress approved the TVA project which raised a storm of controversy from the private power interests. Last year in the Republican-controlled 80th Congress, those interests were successful in killing the plan which is estimated to cost \$2,950,000.

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Report of last meeting

The meeting was called to order at 8:00 p.m., President Clancy presiding. Roll call showed all officers present.

A synopsis of the Regular Meeting Minutes of May 7 was read and by motion approved as read.

A synopsis of the Executive Board Minutes of May 18 and of June 1 was read, and the acts and recommendations of the Board were by motion approved as read.

A letter was received from the International Association of Fire Fighters, Local No. 55, thanking Union for support in their efforts to defeat Charter Amendment No. 2—the ill-advised Pension Plan. Received and filed.

Cards of thanks were received from Mrs. Harold Carlson and family; Mrs. Rose Ferraris and family, and Mrs. Don M. Witt and family. Received and filed.

A communication was handed to the Secretary by Brother Don J. Russell, signed by Brother James R. Johnson. The Secretary requested it be laid over to New Business.

The following brothers were reported ill: Louis L. Alexander, Miguel Archuleta, Arthur Azevedo, Ted Bardoli, A. C. Bashnick, Earl Brambrink, Sherman Brausecum, Wm. Casella, Wm. J. Cusack, Leo W. Ely, L. V. Ewell, Robert A. Fernandez, Louis Hansen, Woodrow Holmes, Alfred H. Huntington, George Hymer, John W. Jameson, John H. Johnston, Robert E. Jones, Rupert Lawson, Lawrence Lock, Omer Lucas, Chas. Milhous, Oliver E. Miller, Jr., Alvin A. Oakden, Basil L. Payne, Blythe Shade, Harold Simpson, M. A. Smith, Albert C. Taylor, Buddie Trisdale, David Vanekin, J. W. Vineyard, Fred J. Von Roeder, Al T. West, Albert White, H. F. Wilabee, Geo. E. Wilkinson, James N. Winsky.

The following brothers were reported deceased: Harold F. Austin, Harold Carlson, Erik Larsen, J. L. Waughtel.

The Business Agents gave their usual reports which were accepted as given.

In regard to the letter handed to the Secretary, signed by Brother James R. Johnson, the Secretary moved that the communication be laid over until the writer was present to answer questions that pertain to the communication. The motion was seconded and carried.

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

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

The "Big Ditch" To Carry Water 153 Miles South

Central Valley Project water will pour southward through the Friant-Kern Canal for the first time this summer to irrigate farm lands in parts of Fresno and Tulare counties, it is announced by Regional Director Richard L. Boke, U. S. Bureau of Reclamation.

Although uncompleted, the 153-mile Friant-Kern "big ditch" will have been finished far enough southward to permit delivery of water as far as the St. John's River, a distance of 90 miles from Friant Dam, in time to be of benefit during this year's irrigation season.

Mr. Boke said approximately 100,000 acre-feet of water will be available in Millerton Lake to turn into the Friant-Kern Canal this season. It will be delivered to districts which have executed regular long-term CVP water contracts and are favorably located to accept delivery from points on the canal above the St. John's River. He said it will be furnished as Class 2 water at the contract price of \$1.50 an acre-foot.

Irrigation requirements of the Miller and Lux exchange contract totaling about 800,000 acre-feet, which ultimately will be met from the Delta-Mendota Canal, still must be met from Millerton Lake, Mr. Boke pointed out. This year's Friant-Kern deliveries will be over and above these requirements, as well as in addition to the Bureau's interim contract supplies furnished to the Madera Irrigation District via the Madera Canal and to various irrigators along the San Joaquin River who have been receiving Millerton Lake water for a number of seasons.

Millerton Lake is expected to fill for the first time when the snow-melt runoff reaches its maximum early this summer. Recent installation of the drum gates on top of the Friant Dam spillway have increased the lake's storage capacity by 85,000 acre-feet, bringing the reservoir's total capacity to 520,000 acre-feet.

"We are highly pleased," Mr. Boke said, "that the Friant-Kern Canal this summer is ready to be of service to part of the San Joaquin Valley. It is gratifying to know that little if any San Joaquin River water this year will be wasted to the sea."

The Cat Skinner's Bride Is Hopeful

Kerby, Oregon, June 9th, 1949.

Dear Editor:

Much has been said about the nervous bridegroom as he stammers out his "I do's" and misplaces the wedding ring. Yet the bride always seems so calm and detached. Well . . . you'd be detached, too, especially if you were thinking the "profound" (?) thoughts laid down in this bit of what I like to call poetry.

THE JUNE BRIDE'S PRAYER

Dear Lord, on the morrow I am to be married;
Across the threshold by my "cat skinner" I'll be carried.

Help me to understand his jargon,
For at mechanical terms I'm no bargain.

He talks about sprockets and bolts that are hazy;
Some of these days I think I'll go crazy.

He tells me of dozers and winches and such,
(As far as my understanding, he might as well speak Dutch.)

He says our first child will have to be a son;
He too will be a skinner. Now ain't he the one?

I spoke of teaching him bridge, whist and chess;
He said he'll cut his teeth on a bearing race, no less.

He tells me the thrills of making roads and excavations;
Dear Lord, I hope I live up to his expectations.

Mother always said, "You must understand the man."
But on a "cat skinner's" vocabulary she never did plan.

When first I saw "the rig," full of gears, levers and such,
I knew to understand their workings was expecting too much.

I shall make up in kindness what I lack in knowledge;
The anatomy of "cats" they didn't teach me in college.

Help me to understand the difference between frictions, clutches and brakes;
Although he says he'll settle for homemade cookies, pies and cakes.

Sincerely,
MABELLE S. DUNCAN.

San Rafael—

BOYS SCHOOL, SONOMA STATE HOME, BIG NORTH BAY JOBS

H. O. FOSS, Business Representative, Local 3

The Archbishop Hanna School for Boys million and quarter project for which Williams and Burrows of Burlingame have the contract at Boyes Springs is going along very smoothly. Brother Franklin Serres, recently signed member, is furnishing the sand and gravel from a very efficient small mix plant which he built and installed at this project. Brother Oliver Chils is the Plant Operator for Serres and A. F. Carlson is the Project Superintendent for Williams and Burrows.

On this project there are a couple of old-timers—Brothers Jim Edwards and George Peabody on the trencher. Jim says, "it's a tough go—the plumbers filling his ditches with dirty old pipe of all kinds" and Brother Frank Bealer comes along with one of the Siri cats and fills up his trenches. Incidentally, the Siri cats are all over the place and it is believed the smallest cat "in captivity" is on this project. The skinner puts this cat in his watch pocket at night to take home—Siri, himself, says it's handy to have around the house when you forget to put out the "cat."

Just a short piece up the road, there is the thirteen million dollar project of the expansion of the Sonoma State Home where Haas & Rothschild are the prime contractors. Brothers Don Shireman, Allgor and Bonner are a few of the brothers here with Art Siri's cats here also—Brothers Mel Cross, Dillon, Gillmer, Brown and Graham and Hill are operating and Vic Henry doing the "nut-bustin'." W. A. Jury is superintendent for Siri with J. H. Eades acting as superintendent of underground operations for Siri.

NAPA ROAD JOB

Bill Rolland is superintendent on the Fredrickson Brothers road project at Napa with Brother Archie Edmonds as foreman. Bill Keeler is foreman on the cement end of the deal which should be about completed as this comes off the press and it is expected the black top and cleaning up will be completed by August 1st. Upon the completion of this project, it is planned to move the equipment to the Tahoe projects where Brothers Art Ingerson and Fred Butler are already working with Brothers Wengler, Schupert and Dixon and Davis on the finishing spread at Napa where Don Davis is the office manager and a "right-good-job" he is doing, too.

K. J. King is office manager, and most cooperative, for Ball & Son on the Harms paving project at Vacaville with Brother Andy Webster as superintendent; Brother W. C. Wentworth as cement foreman; Brother Brigham, paver operator with Brothers Blankenship, Broadwater, Peterson and Clark on the Woods mixer. Brother Floyd Davis is Master Mechanic with G. R. Edmondson on the cement base and Brother Jess Hernandez on the float with Brother Markley on the finish machine with Brothers Rush and Maunder feeding the plant and Brother Jack McManus doing chores on the truck crane, with Brother Rosenberry "bustin' nuts"; Brother Tilton on the finish blade, Brother Wilson on the form grader and Brother Hershall Wright on the cat.

Brother George (Beechnut) Freeland taking off for Gurin Company Alturas-Cedarville road job where he expects to break his own record—can aim truer and further in the high altitude—hope to see you in September, George. . . .

A. G. Raisch Company of Black Point are finishing up their Bolinas-Mill Valley resurfacing project and moving on to the Healdsburg-Cloverdale area.

J. J. Ongaro, San Rafael contractor, keeps Brothers Walch, Sheran and Quinn Ongaro busy—we are glad to see Quinn back "in harness" again after a long illness.

Forde Brothers, San Anselmo contractor, seem to be pinching off their share and keep several of the brothers busy.

Deysher & LaFargue, San Anselmo Shop, are very happy keeping Brother Sandy Mills happy.

SLEEPY HOLLOW JOB

A. J. Peters Company of San Jose are finishing up their pipe and sewer line job at Sleepy Hollow with only about 800 feet of 10 inch left to install unless additions are

Honolulu—

Hawaii Hard Hit By Month-Old Waterfront Strike

By J. W. WAIWAILOE
Bus. Rep., Hawaiian Branch

At this writing, Hawaii is in its 32nd day of waterfront strike with a contemplated shutdown of all sugar plantations within the next month by the ILWU-CIO.

Construction work in this area is down 50 per cent. This branch is fortunate that the Byrne Organization is still in this area and doing work for the Navy on a cost-plus fixed-fee basis and hiring our members on their projects on two outlying islands and Oahu. The Fisher Associates with Barrett & Hilp have called in for some men since our last talkfest when President Clancy was here. Other members are scattered with smaller outfits on this island and also on the other islands. The future here for work in the coming months looks very gloomy as proposed projects will not be fostered by those financing them because of the very uncertain conditions in shipping.

On the brighter side, we have been assured that in the event Mr. Meager of the Independent Ironworks Co. of Oakland, California, does the steel work on bridges gapping the Hamakua Coast Road on the Big Island, he would call our office for operators. Many of our members have their sights set on work in foreign countries.

two months before returning for his second contract with Bechtel-International—Saudi-Arabia. Nice trip, Jack.

Brother Jack Curry plugging away at the Moore & Roberts mix plant, Napa.

Brothers Spiva and Schoenfeld doing the same thing at the Juarez Quarry for Louis Reidenbach, Napa. Louie lends a hand in a rush, but it has to be quite a rush as Louie is light on the work side, or so he says.

NEW CAT SKINNER

A seven pound four and a quarter ounce future cat skinner, Donald John, arrived May 20, 1949, for Brother Loren and Mrs. Murphy. Brother Louis Buzzini, Ignacio contractor, maternal grandfather, bustin' buttons.

Sven Swenson, 530 E. St. John's Street, San Jose, phone Ballard 1952-M, was a recent visitor in the office—he has a N.W. 25 with all attachments, 80 ft. boom, interested in working in any area.

The Asta Construction Company of Rio Vista were recently awarded the \$18,000 plus contract for plant mix shoulders in the Fairfield area.

Our sympathy to Brother Johnny Flores on the recent passing of his wife.

Johnson & Nelson, San Rafael contractor, busy on local jobs and expect to start the excavating for the Haas & Rothschild sewer disposal contract.

After looking over the local situation, it seems like all the local contractors seem to be batting better than average.

Tyson & Watters are finishing the County Fair grounds with Brother Jack Edwards as foreman and Brothers R. B. Maury on the Motor Patrol and Frank Ordway on the cat-loader and upon completion will be moving up to Crescent City.

The Teichert job at Napa are finishing with Brother Snowball on the Motor Patrol and Brother John Dennis on the dozer. Brother G. C. Cuneo is foreman and Charles Coyle is superintendent, with Pete O'Neil and C. H. Smith looking after the state and county interests.

RAFAEL YACHT HARBOR

McGuire & Hester, Oakland, have brought in their Buck-Eye 410 with Brother Sam C. Haley as operator with Brother Jess Stauff oiling for about a three hundred thousand plus contract in the San Rafael Yacht Harbor area with C. Cole as superintendent.

Bobo, Ignacio contractor, busy erecting the new towers in the Novato district for Station KSFO.

C. M. Syar, Napa contractor, now finishing the paving for the Fred J. Early sewer line installation in Napa and then moving on to

NEWS FROM THE PROVO AREA

By C. R. VAN WINKLE, Business Representative
REPORT ON PROGRESS OF NEGOTIATIONS

A.G.C. Agreement. After several meetings with the A.G.C. Labor Committee, no actual progress can be reported today. The cause of the disagreement is a decent union security clause and, while wages have not been seriously discussed yet, the contractors in every meeting indicate that they have no desire to raise wages! There has been no break off of negotiations as yet and probably won't be because the agreement runs to August 1, on old work and there isn't much new work in the offing. Strike votes are being taken and show an overwhelming vote in support of our union.

IRON MINES AGREEMENT

This agreement covers the Utah Construction Company's Iron Mines operations near Cedar City. Negotiations have been carried forward as far as possible. Identical agreements, except for classifications and wage scales, have been reached for the three trades involved, namely, Teamsters, Laborers, and ourselves. The new agreement reached an improvement over the old one. Vacations have been greatly liberalized, but wages, if wages go up, have been tied to the basic steel industry picture. At this writing, the agreement has not been ratified by the membership.

PERMANENT SHOP AGREEMENT

There have been no meetings regarding this agreement to date and may not be until the AGC agreement has been settled as this agreement is pretty much tied to the construction agreement.

ROCK, SAND & GRAVEL & READY-MIX CONCRETE AGREEMENT

Meetings regarding this agreement have been postponed for 30 days by mutual agreement, that is until June 26. Competitive and economic factors, especially in Salt Lake City and Ogden, are the major issues in these negotiations. Postponement taken to give both parties an opportunity to do something about the situation. Wages only are open for discussion.

PACIFIC BRIDGE CO. AGREEMENT

Due to the shutdown of the plant, there has been no reason for any meetings with this company covering the operations at Park City and by mutual consent negotiation meetings have been postponed indefinitely, subject to call by either party. The passage

Klamath, California.

Jensen & Pitts, San Rafael contractor, doing the excavating for the Larkspur Sewer plant for John Rocca, San Rafael contractor, where Brother M. E. Tavenner is superintendent.

Brother Euclid Cox, welding shop located at 605 Francisco Blvd., San Rafael—Brother Cox is a certified welder and is quickly earning a good name for quality workmanship.

The Hydraulic Dredging Company out of Oakland were low on the seven hundred thousand plus dredging project in the Napa River between Mare Island Strait and Napa. Huntington Brothers have tied in with this company but it is not expected there will be much going on here until about August.

Erickson, Phillips & Weisberg bridge project over the Napa River is progressing nicely with Erickson running the job and upon completion will move to the Salmon Creek project south of Fort Bragg. Brother C. R. Hubbard and E. C. Lackey are working at the present time on the Moore Dry Dock rig.

George Slinen, Napa contractor, very busy and taking delivery of new "8"—George says "it's such a nice job, the No. 3 boys will have to pay me for running it, or I'll do it myself."

Brother George Goetz now in with his brother in the Goetz Iron Works, north of Napa doing all types of repair work—any work that can be directed his way will be appreciated.

I would like to say "thank you" and tell all the members I am most appreciative of the support shown in the recent election. I would like to again pledge my efforts to serve Local No. 3 and its membership to the best of my ability as I have tried to do in the past.

To all the brothers active in supporting my candidacy, which to my pleasant surprise, I understand there were a number so engaged, my very special thank-you.

of the Engle Act by Congress is being actively supported by your union, with the assistance of the State Federation of Labor and the Central Labor Council. Congressional delegation from Utah is actively supporting the bill in its present form in Congress and there is some hope that it may be passed before adjournment. This bill, if passed, will pay a government subsidy to marginal mines to encourage the stock piling of strategic minerals and, if passed, will reopen the Pacific Bridge Co.'s plant at Park City.

KENNECOTT COPPER CO. AGREEMENT

No meetings held with the company to date. One meeting was set for last month but was postponed at the request of the company because of the company's preoccupation with the Brotherhood of Firemen and Enginemen's dispute. At this writing there has been no settlement of this dispute and no information that it is near settlement. Settlement of this dispute favorable to the Firemen and Enginemen will undoubtedly go a long way in establishing a wage pattern for the state.

THE OUTLOOK

Work this summer has not reached the peak of former years. Some State road work has been let but the prices bid have been quite low, in most cases considerably under the engineer's estimate. This means that we have to stick closer together and prepare to resist any chiseling on the part of the contractors, as low bids usually incline the successful contractors to attempt to make up the lowness of their bids by taking it out of their labor. Your union will now become of far greater value to you than ever before if you want to maintain or increase your present wages and conditions. Let's be sure the contractors bid their ability efficiently to do a job and not their ability to take it out of labor.

Mining in the state, which exercises considerable influence on the economies of the state, is still adversely affected by lower prices. The iron mines at Cedar City have slowed down because of the slack in the steel market and a lower demand from C. F. & I. and Kaiser. Considerable work can be expected in that area in the near future opening up a new iron mine for U.S. Steel at Desert Mountain. While no definite information has been obtained as to when it will start, rumor has it that the Utah Construction Co. will do the work. There is three million yards of excavation involved in the first year.

TERMINATION SLIPS

Be sure that when your employment is terminated by any employer that he gives you the blue termination slip required by the new State Unemployment Insurance Act. This the employer must give you or pay a \$10 fine for each failure. Be sure that it is filled out correctly as you must have this slip correctly filled out in order to receive unemployment compensation. If any employer fails to give this to you, notify the nearest office of your union immediately.

Women Get Breakfast On the Picketline

Logansport, Ind.—Breakfasts are being served on the picketline to members of the International Garment Workers Union (AFL) on strike at the H. W. Gossard Co. here.

More than 500 strikers here and 350 in a similar shutdown of a Gossard plant in Washington, Ind., seek 19c an hour increases, six paid holidays and other adjustments in working conditions.

Eureka—

CLEAR WEATHER BRINGS WORK; MACCO CORP. IN FULL SWING

OTTO E. NEVER and M. W. EDWARDS,
Business Representatives, Local 3

The weather has cleared somewhat in the Redwood Empire and practically all jobs are under way. Macco Corp. has three Northwest 80 shovels working at present building roads and opening the quarry at Point St. George. They have also set up their office and shops in the same vicinity. Brothers Pat Ross, Harry McVey, C. W. Smalley, and Wm. O. Clark are doing the cat skinning, using two D-8's on two shifts. This job will be working two shifts in all departments, including the building of the jetty by July 15th. C. L. McDonald is superintendent.

Ed Johnson's job is pretty well wound up near Hiouchi. Although it was a small job, it was handled with neatness and dispatch that was a credit to all concerned.

TWO JOBS HELD UP

The two jobs at Mill Creek Park which were supposed to be let to Mercer-Fraser Co., have been held up for 30 days. C. M. Syar has been setting up an additional crusher at Klamath and should start his resurfacing job there before July 1st.

Mercer-Fraser Co. have their crusher set up on Redwood Creek for their resurfacing job above the Elk's Refuge.

PIOMBO SUB-LETS

Piombo Construction Co. has sub-let their dirt moving on the job around Freshwater Lagoon to George R. Patterson. Piombo has three cats on the job and two 1/2-yard draglines. Patterson, however, has more cats and carryalls on the job than Carter has pills. John Owen is superintendent for Patterson and Ross Maynard is shifter. Both outfits are 100% engineers from the superintendent on down. It is expected that this job will take two years to complete.

Mercer-Fraser Co's plants at Worswick and Essex are both busy as well as the plant at Alton. This company is also busy at Fortuna and Scotia, and several other small state jobs.

SMALL BRIDGE JOB

Tom Hull has several small bridge jobs to do for the county. Louie Conner has all of his rigs parked at the time this article goes to press. John Burman & Sons are busy at Bull Creek Park, trying to finish up their dirt moving job there.

Carr & Rocco are working at Dillon Creek, 27 miles above Orleans, building a bridge. They also have a small bridge to build at Camp Creek, a mile west of Orleans, and a \$130,000 bridge and approach nine miles west of Happy Camp.

Fred J. Maurer & Son are pretty well done at Orleans and have already started tearing down the bridge at Weitchpec and will start moving the dirt for the approach by July 1st.

Malfitano & Macal have started on their job at Briceiland again. They were held up last fall because of the early rainy season.

SMALL LOGGERS HURT

The news from the woods is not so good as far as the small logger and mill man is concerned. The price of lumber and logs is such as to make it impossible for them to operate. Of course, the Redwood Association members' woods and mills will continue to go full blast from now on. There has been in the last month, to my knowledge, fourteen small outfits that went broke or shut down until such time as the price of lumber or logs goes up enough to warrant starting again; however, it doesn't look good for the small operators.

The Ford Logging Co. is still on Liscome Hill, and doing a good job, as usual.

The Northern Redwood Lumber Co. has been notified from the National Labor Relations Board that we want an election there as quick as possible. The employees would like to have it sooner than that; however, we will have to abide by the ruling of the board. We sincerely hope that it won't take very long.

Brother Hap Horton is now tending hook for the Barker Corp. at Crick and no doubt the logs are

flying in all directions. I think that outfit would make a good union concern. I know we would help everybody.

The Simpson Lumber Co. is planning to open up around the 15th of the month. We have quite a few men in that country. They should employ a good sized crew and Klamath will then be buzzing again.

All jobs are fully manned at this time and we still have a few men on the out-of-work list. Most contractors have brought their crews with them. Work is now well under way and will have reached its peak by July 1st. We sincerely hope that the rainy season holds off until December 1st, at least, because it looks like a tough winter.

Reno—

Highway Jobs Are In Full Gear in Nevada Districts

By H. L. "Curly" SPENCE
Business Representative, Local 3

Isbell Construction Co. is on a full time scale on their stripping job at Kimberly, Nevada, with three shifts a day, five days a week. They expect to put another shovel on in the near future, then there will be two shifts. That means four crews, then the muck will fly.

Isbell's highway job at Boone Springs is going along in fine shape. Brother Arnold Blair is really going to town as superintendent with the good help of Brother Jimmy Blair.

Jim Sumsion is getting near the finish line on his highway job in Ruby Valley. He will be moving back to his job on the Mountain City highway in the near future.

Silver State Construction Co., better known as Andy Drumm, is well along with the highway job between Washoe City and Carson City, Nevada. Brother Randy Booth put so much hot stuff through that hot plant that he almost swamped Brother Ross Bell, running the blade on the highway.

Roy Cram is doing the job for Westbrook & Pope in Newark Valley and he has a crew of Engineers out there with Brother Al Jensen in charge and they are really moving the muck.

Dodge Construction Co. is moving south for the summer months. They are well along on the Round Mountain, Nevada, highway job and will be moving to Las Vegas before long.

Basic Refractories' mine at Gabbs Valley has moved in another shovel and it looks like they will be starting out on a larger scale sometime in the near future.

Standard Slag has a Northwest and a tractor or two on their property at Gabbs, Nevada, and they are putting up a mill, so Gabbs will be booming a bit some day soon.

National Lead is starting to haul ore again out at Dumphy, Nevada.

Smith Petersen gravel pit and plant is back on a fulltime basis after being down for a few repairs this winter. Brother Chris Petersen is losing weight. He's working so hard on that link belt.

H. Earl Parker is getting along very well on his Mt. Rose highway job. He has a very fine crew of Engineers, especially the ones from sunny California. They enjoy the atmosphere of the Gaming Club of Reno. Especially Ike Gabriel and some of the other dear brothers from Parker's enjoy the good hospitality of Reno.

Redding—

The Dirt Flies on Shasta Region Highway Projects

By E. A. HESTER
Business Representative, Local 3

Many of our brothers have been cleared for work on the various jobs in this district during the past month. With

better weather and much of the preliminary work out of the way, many of the jobs are now running with full crews and some double shifting. The N. M. Ball and Sons job at Hayfork, with Brother Ted Irving as superintendent, is now running two shifts. This is 12 miles of highway construction and the boys are determined to be finished before the snow flies next winter. Carlin Bros. are almost finished with their job on Hayfork Mountain and Mercer-Fraser Co. is moving in to do the surfacing. Frank B. Marks and Sons of Newman is setting up a crusher at Browns Creek to furnish materials for both the Mercer & Fraser and Ball job at Hayfork.

R. A. Hientz Co. of Portland are moving ahead rapidly on their Railroad Relocation job at Keswick, with a full crew of engineers on the job. This company has expressed their satisfaction with the engineers furnished them by Local 3.

The A. Teichert & Sons job at Hornbrook is coming along with the plant set-up and material beginning to move out on the grade. Down at Mt. Shasta, Harms Bros. with Brother McFarland as superintendent, have started moving dirt with six cats working now and three or four Cobras to go on by the time you see this in print.

Bids were opened on May 25 for 35 miles of surfacing and seal coat up the Sacramento canyon, between Delta and Dunsuir, with McGillwray Construction Co. of Sacramento submitting the low bid. This is a badly needed repair job, as this section suffered with last winter's severe weather.

R. B. Guerin, of South San Francisco, was low bidder on the highway job, between Alturas and Cedarville. This is an 850,000 yard job, with much of it rock, and looks like a two-season job. This is one of the largest highway jobs in this district in recent years.

The Harms' Bros. job at Ravendale, and Harms & Brown at Adin are both running now with full crews and good progress being made.

Down at Vina, N. M. Ball & Sons, with Brother Spencer as superintendent, are well started on their levee job along Deer Creek. Two shifts are now working on this job, making a total of 18 engineers employed there now.

The Frederickson & Watson job between Anderson and Redding, has turned into quite a drainage project, with many feet of pipe being laid before grading can start. Supt. Harsch says he hopes to get started on the grading in another week.

Another drainage job, of a different type, is progressing at Tulelake, with Ramsey Construction Co. working three draglines on their contract for the U. S. Bureau of Reclamation, finishing their job began last fall.

E. G. Alves, of Pittsburgh, has moved in on the Churn Creek job for Shasta County. This is a county highway job, with new road construction and a new bridge across Churn Creek. Bill Jones of Redding, is driving the piling for the bridge, with Brother D. Cherington at the controls. Another bridge job at Clear Creek, on the Kalamath River, in Siskiyou Co. has been awarded to George M. Carr and Rocci, who are presently building another bridge farther down the Klamath River. With two more coming up soon, one below Etna in Siskiyou Co. and one north of Red Fluff, this makes a total of four bridges and approaches in this district this summer.

There is more work in this district this summer than there has

Fresno—

MOUNTAIN JOBS OPENING UP; HIGHWAY, POWER PROJECTS SET

H. T. PETERSEN and LYNN MOORE,
Business Representatives, Local 3

From where we sit now it looks as though any of the boys who like mountain work should be able to clear out shortly. Bids have just been opened or awarded on the following jobs: C. G. Willis & Sons of Los Angeles, \$400,000 on the Shaver Lake-Huntington Lake high level road. This outfit should move in any day.

L. A. and R. S. Crow of El Monte, \$408,000, low bidders on the first section of the Aspen Meadows project. Kirst & Sons Co. of Altadena low bidders on the second section of this project.

Bechtel Co. and M. & K. finally received the go ahead signal for the construction of a dam, powerhouse and tunnels on the San Joaquin River.

Barker Corp. submitted low bid for the clearing of the second section of the Rock Creek road project and have already started operations.

On the above mentioned jobs, they should be in operation within the next three weeks.

Bids were finally opened on another 17-mile section of the Delta-Mendota Canal, bringing that project into this district. The Western Contractors submitted a successful bid of \$4,186,000. Starting of this job will be delayed somewhat because this same company is still excavating on the adjoining contract.

The Army Engineers are calling for bids to be opened this month on the third dam in the Merced Streams Group area. A. Teichert & Sons, as reported previously, are now working on this project.

Last month we reported that we anticipated trouble on the Friant-Kern Canal, due to a sub-contractor not being willing to meet northern conditions. This matter has now been straightened out and the company in question has signed an agreement with Local Union No. 3. At the present time we have nine engineers working on this job with the likelihood that the crew will be increased.

Ashbach & Steenberg Co. has been making slow progress on the lining operations because of shifting dirt condition and are now trying an asphalt coating under the concrete in order to keep the lining from buckling.

Peter Kiewit Sons Co. expect to start their trimming and lining operations about July 1st. Their excavation and structures being well ahead of schedule.

On Highway 99, N. M. Ball & Sons submitted low bid to the Highway Department on the Tipton job for concrete surfacing, therefore we expect to see Andy Webster and his crew back down our way in the near future.

Guy F. Atkinson Co. is finishing the Taugus Ranch job and is moving equipment to their Livingston-Atwater job. This same company has sublet the dirt on the Berenda-Dry Creek job to George France, Inc., who have moved in and are operating.

The Stockton Construction Co. submitted low bid to the City of Fresno on the first unit of a large storm sewer project here and will start work when pipe is available.

There are many small jobs both starting and finishing up, it makes a fairly large turnover in the office, however, we still have a "few" of the boys out of work, who should be on somebody's payroll in the near future.

Two of our brothers passed away the latter part of May, meeting with violent deaths. Brother David Rhoades was picnicking with his family on the San Joaquin River just below Friant; while wading in the river with a diving suit on he stepped into a deep hole and drowned.

Brother Lawrence Leydig was killed by a fall from his hotel to the ground.

Our next meeting will be held June 23rd, 1949, 8:00 p.m., at 1035 Broadway, Fresno, California.

been for a number of years, with prospects good to keep a number of our brothers employed this season.

Peninsula—

Redwood City Is Scene of Much Industry Activity

By CHET ELLIOTT
Business Representative, Local 3

In addition to the plants of the Permanente Company and Portland Cement Company, the Redwood City Harbor is the scene of much activity in

new developments at the present time. The Johnson West-

ern Company have been busy for some time past on dredging operations and J. O. Archibald has moved in a string of cats on this job, grading for the salt beds. The Shell Oil Company is establishing a distributing station at this location. The Gerwick Company are driving the piles, Quick Way Company are busy on the grading, and Consolidated Western is erecting the steel on this project.

At San Mateo the Newbridge Realty Company headed by Frank Hefferman plan on starting their several million dollar real estate development job at Shoreview. The first unit of the fill contract was awarded several days ago.

South San Francisco is also the scene of much activity in real estate development. The Max Schmidt Company, promoters of Meadow Glen housing unit, will start operations soon in a four million dollar apartment project on El Camino Real, extending through to Junipero Serra Extension.

M. K. Company at the Airport are nearing the completion of the earth work and some cat operators are being laid off. However, the other units of the job including the paving of the runways and the pipe lines, will continue until the first of the year.

Over at the Coast on Highway No. 1, the A. Teichert & Sons Company are progressing very favorably on their highway construction project. From the standpoint of the worthy members this job is apparently O.K. due to the fact that the labor turnover has been zero after sixty days of operations.

Ted Bloomquist was the low bidder on the street and utility work on the Adobe Ranch project at Rockaway Beach. This work is being ably supervised by Brother Frank Coelho.

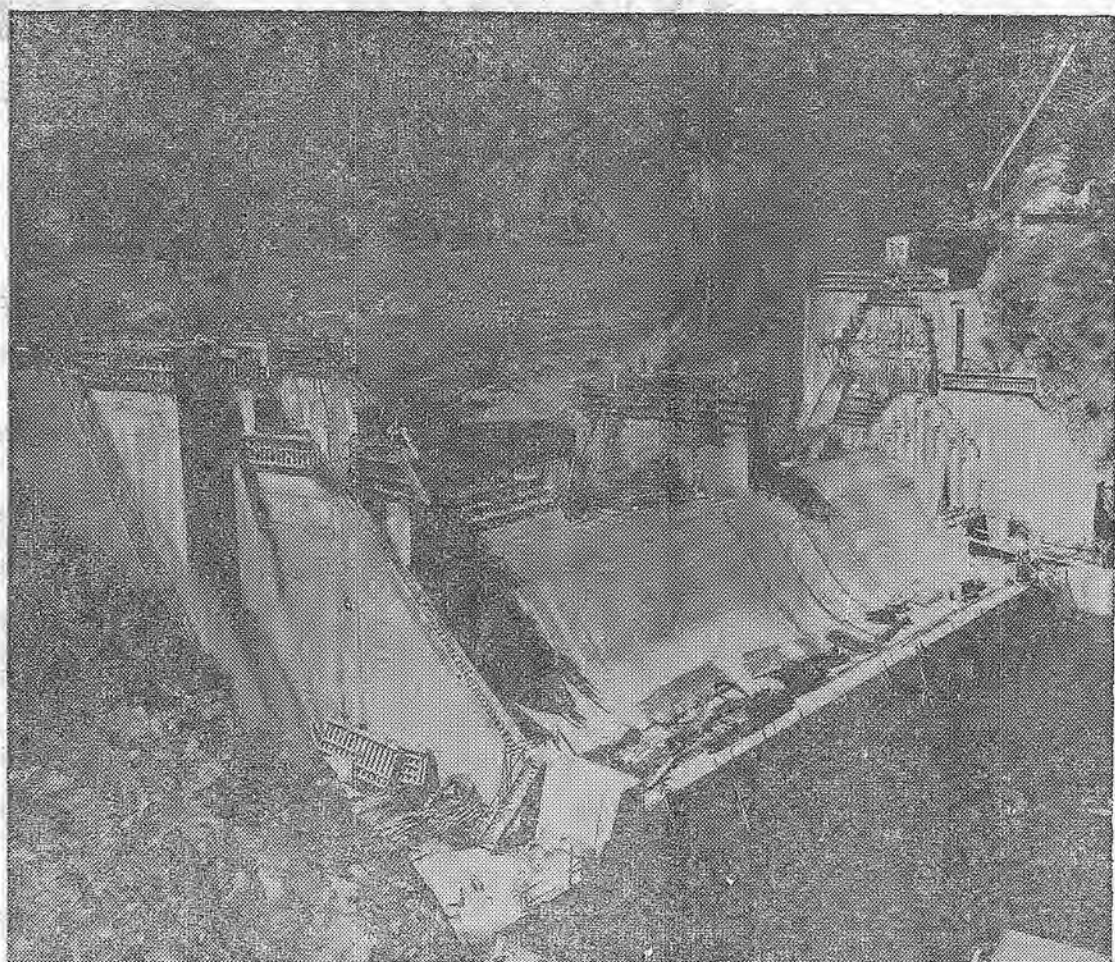
The L. C. Smith Company of San Mateo were the low bidders on a large street job at Palo Alto, adding the work to all the other projects under construction in this district by the same firm, the member of Local No. 3 employed by them will be busy for some time.

Due to the Highway and Airport construction, Real Estate developments, the activities of the rock asphalt, building material plants and such many members of Local No. 3 are happily employed in this district.

No Discrimination

Richmond, Va. (LPA)—Another step in the fight to give Negro the franchise in the South was taken recently. The U. S. Fourth Circuit Court of Appeals upheld a District Court decree enjoining South Carolina's Democratic party from denying Negroes full participation in the party because of color. Circuit Court Judge John F. Parker stated that barring Negroes from Democratic clubs, which control southern primaries, is indirectly but nevertheless plainly unconstitutional.

Feather River Power Jobs Near Completion



Rock Creek Dam

OPOPEE CREEK CAMP (Plumas County)—Pacific Gas and Electric Company's big Feather River power development is nearing completion exactly on a record-setting construction schedule despite the size of the \$62,000,000, 2½-year project employing 3000 men.

First new power is scheduled to pour forth next November from the 101,000-horsepower generators of Cresta Powerhouse. Three months later, in February, 1950, the 169,000-horsepower Rock Creek Powerhouse is scheduled for operation.

When the two plants are on the line, the company will have added 863,200 horsepower to its generating capacity since V-J Day. Elsewhere on the system new plants are under construction which will add a million additional horsepower by the end of 1951. P. G. and E. is spending \$600,000,000 on its post-war expansion program.

Involved in the double-barrelled Feather River project are the construction of two dams, two tunnels and the two powerhouses as well as a major highway relocation, erection of transmission lines along precipitous canyon walls, the transportation of heavy supplies and the housing and feeding of construction crews.

For 16 miles through the narrow canyon of the Feather every sizable space along the highway has been put to use. Trailers, tents and temporary houses of workmen's families line the river bank from roadside to the water's edge. Dormitories for single men crowd against the canyon wall. Down in the valley at Oroville and high in the mountains at Quincy the families of other workmen unable to get nearer have rented all available housing.

Trains puff up the gorge bringing carloads of steel, electrical equipment and heavy machinery. Shutling trucks distribute supplies to the scattered sites of the many-phased project. Massive road construction equipment carves out a new route for the Feather River highway above the waterline of a future reservoir. Linemen high on the canyon slope and hard rock miners tunneling deep in the heart of the mountains labor to complete their parts in the great project.

Rock Creek Dam construction began September 8, 1948, and now is 91 per cent complete, with 140,000 cubic yards of concrete in place. First concrete was poured at Cresta Dam on August 6 last year. It is now 96 per cent complete, with 76,500 cubic yards of concrete poured.

The dams will harness the plunging power of the Feather, diverting the water through 10½ miles of tunnel, 25 to 27 feet in diameter, to the powerhouses, after which it will flow on undiminished for irrigation and domestic use in the valley below. Tunnel construction began in August, 1947, and now is 75 per cent complete, with 42,700

out of 55,670 feet driven to date.

The two powerhouses are 70 per cent complete. They will bring the number of hydroelectric plants on the Feather River to five. Their 270,000 horsepower added to the 244,000-horsepower capacity of the three existing company plants will make a total of 514,000 horsepower of generating capacity in the Feather system.

The existing plants on the watershed are Caribou Powerhouse (90,000 horsepower), commissioned in 1921; Bucks Creek Powerhouse (67,000 horsepower), commissioned in 1928; and Big Bend Powerhouse near Oroville (87,000 horsepower), which began operation in 1908.

Here are details on the Feather River project:

THE DAMS

Rock Creek Dam is two miles below Belden. On completion it will be 115 feet above streambed—as tall as a 10-story building—and 500 feet long, containing an estimated 154,000 cubic yards of concrete. It will store 4200 acre feet of water, creating a lake 2¼ miles long. Two steel drum gates 28 feet high and 124 feet long and one 22 x 15 foot radial gate auxiliary will control the flow of water over the spillway, which will have a capacity of 120,000 feet of water per second. The gates are designed to operate without overhead structure, permitting unobstructed flow of the river when they are lowered.

Cresta Dam is downstream from Rock Creek Powerhouse. Situated in a narrow neck of the Feather River gorge, it will be as high but narrower than Rock Creek Dam, 350 feet long, and will contain an estimated 79,000 cubic yards of concrete on completion. The amount of concrete being used in the two dams would pave a standard-sized sidewalk 1000 miles long. The dam will have drum gates and a radial gate auxiliary of the same dimensions as at Rock Creek.

THE TUNNELS

A spectacular feature of the Feather project is the driving of two horseshoe-shaped tunnels 25 to 27 feet in section—higher than a two-story building—through granite for a total distance of 10½ miles. Twelve to 15 drills mounted on a "jumbo" drilling machine bore simultaneously into the rock, preparing holes for blasting charges. After the blast a mucking machine with a continuously moving belt passes the tons of debris back into dump cars for removal from the tunnel.

Rock Creek tunnel will be 34,113 feet (6½ miles) long, of which 25,310 feet has been completed by crews drilling forward from six

headings. Dropping gradually at a grade of .3 per cent, the tunnel will deliver an average flow of 1560 second feet of water and a peak flow of 3000 second feet into two giant 710-foot steel penstocks. The penstocks, pipes 12 feet in diameter at the top, will carry the water under tremendous pressure down the mountainside from the tunnel exit to the turbines of Rock Creek Powerhouse.

Cresta tunnel will be 21,554 feet (4 miles) long. Crews working from three headings have penetrated through 17,358 feet of granite. Penstocks to the powerhouse from the tunnel exit will be 800 feet long and 12 feet in diameter.

THE POWERHOUSES

The heart of the project and the objective of all the other construction is the delivery of tons of water to the turbines of Rock Creek and Cresta Powerhouses to spin the generators. The generators will convert the energy of the falling water into electric energy for transmission to distant farms and factories.

Each powerhouse will have two vertical type hydraulic turbines, turning generators having a capacity of 101,000 horsepower at Cresta and 169,000 horsepower at Rock Creek. The power will be fed at 220,000 volts into the transmission system taking power from the other three powerhouses on the Feather River. To handle the increased power, 32 additional miles of steel tower line is being built from Bucks Creek Powerhouse to Oroville, whence the electricity will be transmitted to Bellota Substation near Stockton, where distribution begins.

At Rock Creek Powerhouse the canyon is so narrow that in order to accommodate the electrical switching equipment a huge concrete structure has been built and the Feather River highway has been rerouted beneath it as through a tunnel.

THE WORK FORCE

The elements of the complex construction job have been coordinated through the hydroelectric engineers and the supervision of the company's general construction department.

Actual construction is in the hands of five contracting firms. Both dams are being built by the Morrison-Knudsen Company, Inc., which also is building Cresta Powerhouse and is drilling 4000 feet of Rock Creek tunnel.

Rock Creek Powerhouse is being built by the Walsh Construction Company, which also is drilling 6700 feet of Rock Creek tunnel. The remaining 24,000 feet of Rock Creek tunnel is under contract to the Arundel Corporation and L. E. Dixon Company of San Gabriel. T. E. Connolly, Inc., of San Francisco, is driving Cresta tunnel.

Fishing Good in the Rockies; Engineer Wage Talks Start

By LOUIS SOLARI and RENNY BURROUGHS
Business Representatives, Local 3

Engineers in this area have had a new topic of conversation lately—another fishing season. Tackle boxes and gear is all being checked over as the boys review the promise of this or that stream. Up here in the heart of the Intermountain Empire we have some of the world's best fishing and fishermen!

Negotiations are of vital interest to every Engineer this time of year also and we have enjoyed good attendance at our regular meetings in Salt Lake and Ogden. Our meetings are important, brothers, and we urge everyone to continue the fine attendance record. Our state meeting schedule is as follows:
SALT LAKE—Second Wednesday of every month at LABOR TEMPLE.

PROVO—Second Friday of every month at LABOR TEMPLE.
OGDEN—Third Friday of every month at LABOR TEMPLE.
CEDAR CITY—Fourth Friday of every month at CITY HALL.

Enoch Smith & Sons have started on the Coalville Pipeline job for Mountain Fuel Supply and are busy at Kimball Junction pioneering that section of the line.

Clyde is starting the Logan Canyon Federal Roads project with two cats and a shovel on the job site.

Morrison-Knudson are on the job for Utah Power & Light on 4200 feet of 78 inch pipe up Weber Canyon. A dragline, two dozers and two boom cats will be working on this project.

The Salt Lake end of United Concrete Pipe's job is going into high gear with the cats beginning to double shift recently.

Morrison-Knudson had four jeeps on the railway spur job in North Salt Lake with two dozers and a blade. This was a short job involving less than 10,000 cubic yards of dirt.

Olsen Manufacturing Company at Hooper have a crane in to move the 78 inch pipe they are manufacturing for Morrison-Knudson.

W. W. Clyde took the biggest job of the state highway program, a 350,000 cubic yard project between Parleys & Lamb's Canyons on May 27th for just under \$400,000.

TOOELE, WENDOVER

Talbor & Wooten are hot on their bidding lately, working currently on the Midvale Reservoir, they have knocked off a \$12,000 latrine job at Camp Williams.

Tolboe & Harlin got a good job at the Holy Cross School of Nursing. Groneman Construction Company took the Heber School job. Earl House took the Grantsville & Tooele school jobs and Fyfe Construction Company took the Wendover school job. Maurin and Son are running an okey job on the Brigham City School.

Chytraus Construction Company has a job on the Tooele Swimming Pool where Brothers Wally St. Jeor and E. G. Reed will do the excavation.

We had a nice visit with R. H. Hopley, first Operating Engineers' Business Representative in Salt Lake in old Local 354. He served that Local and the Iron Workers on a part time basis back about 1934. Brother Hopley still has many warm friends in both crafts here

in Salt Lake.

We also enjoyed a nice visit with Brother "Bud" Means who tells us that Spears Wells is taking him up to Washington on an Asphalt Planer this month. Brother "Bud" has a pleasing spot, "The Torch" on 5th South and Main, here in Salt Lake, where he dispenses beer these hot and dusty days. Many of the local brothers enjoy his hospitality.

60 Killed on Job in March

(Continued from Page 1)

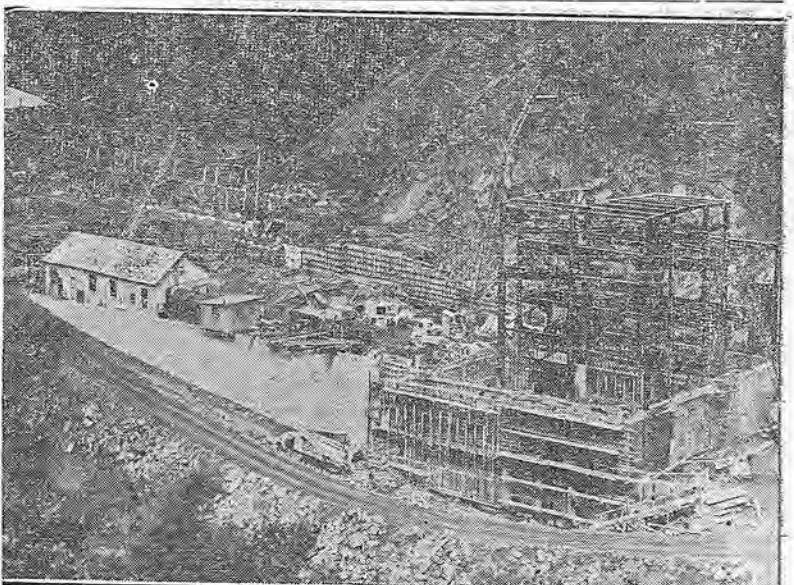
struction worker was fatally injured in a fall from a ladder when he grasped a loose plank for support while stepping from the ladder to a cement floor. Another death occurred when a ranch laborer who was suspended in a boatswain's chair to remove brackets from the side of a tank fell when the rope broke.

Five men were killed in accidents involving various types of hoisting apparatus. One of these workers, a mine skip tender, was crushed between the skip and timbers in the head frame when he jumped off the skip at the surface. He had signalled the hoistman to stop at the surface, but the skip failed to stop. A second skip tender, riding on the top of a skip in an incline shaft as the skip was being hoisted to the surface, fell or was knocked off by projecting timbers and was run over by the skip. In another death involving hoisting apparatus, a plant watchman was fatally crushed between an elevator platform and a hoistway door header beam as he attempted to get on the moving elevator. The hoistway gates were not automatic and were tied back with ropes.

Four men were killed in lumber operations. In one accident a tractor driver was killed by a 150-foot redwood tree snag which fell across the tractor. In another case a trimmer in a sawmill jumped on a trim table as the operator was starting the saw motor and landed just as the saw rose from the table.

Accidents involving electrical apparatus proved fatal to three men. In one of these a foreman was electrocuted while replacing old wire on a line when a splice caught on the cross arm and the wire flew up, contacting a 12 KV line above. In a second electrical accident a groundman was electrocuted when he was holding grounding conductors as they were being fastened to a supposedly dead 12 KV line. In the third case a maintenance electrician died of burns received when an oil circuit breaker exploded.

Always ask for the Union Label, Shop Card and Union Button. After a reasonable number of unsuccessful attempts, demand it!



COLGATE POWERHOUSE—Shown above is the \$3½ million Colgate powerhouse project of the PG&E, nearing completion on the North Fork of the Yuba River, 35 miles northeast of Marysville. It will add 40,200 horsepower to the current output.

Report from Oakland Office

By JUD MINZER, Business Representative, Local 39

I feel that I am now able to bring a written message to the Brothers of the Oakland District. Many, I have been able to carry out personal services for; those I've missed or have as yet been unable to visit on their jobs, I take this opportunity to introduce myself, outline my working policy and ask for your candid constructive criticism. Realizing that many brothers have a "beef problem" and that each must be treated differently, and to obtain the best possible results, request that "You attend the regular meetings and air it out on the floor; if it is urgent, call or write the office, and prompt attention will be given each case. You will also note what can be accomplished with the cooperation of the brothers, as there are breaches of contracts still being practiced. By contacting me you not only protect yourself, but aid in building a Unity for Local 39.

INTRODUCTION

Being an Oakland man, there are some who are curious as to my war activities. I was a pre-war Marine man and have the following Merchant Marine Campaign Bars: Atlantic War Zone, Pacific, Mediterranean Middle East and the Merchant Marine Combat Bar. Having been screened as to party affiliations, I go on record as to believing that any member who objects and does not agree to fill out an affidavit as to his American party affiliations, should be considered a subversive person and should be denied the right to be active in Local 39; as well as the privilege to live and thrive within the boundaries of our United States of America.

ACCOMPLISHMENTS

Since being appointed Business Representative, April 19th, our unemployment list has been greatly reduced, with a promising outlook of erasing it and hoping to be calling for recruits from our neighboring Local 39 offices. All meetings have been attended and I also have been seated both in the Central Labor and Alameda Trades Council office.

To date special meetings have been held with the engineers employed in their respective places: County, hospital, ice, university, bakery, hotel, and the gas and acetylene plants. The purpose of these meetings are to get the men's viewpoints and discuss the potential increase of wages.

WORKING POLICY

In order to be an unbiased Representative, I have and will follow the Golden Rule—past operations of the Oakland District will remain of the past, but I shall endeavor to rectify all complaints or breaches of contract. Let us erase the prevailing attitude—"What's the Use"—call, write or come in as I sincerely feel that if a Business Representative is to serve his brothers well, he has to be loyal to every active member. The old slate has been cleaned, let us come to the meetings regularly or any of the special meetings that are called for the respective groups.

THE BACK DOOR

When a vacancy occurs, call the office in ample time for us to select a qualified engineer to replace the outgoing man. I have requested both employers and the Chiefs (and obtaining good cooperation) to follow through on that pattern. If we, in the Oakland office cannot supply that man, let us bear in mind, our other Local 39 offices—San Francisco, Sacramento, Stockton, San Jose, Fresno and Eureka—may have an unemployed brother. Contact is kept with all the offices, so let us prevent back-door hiring—that is, men who may work for less and probably keep an active member from his right to that job.

YOUR BOOK

You are paying \$4.00 per month for your book. It is time that you realize that it has a merchandise value. With it you have the right to go to any officer, business agent or meeting and request a voice. When you are on a job, consider whether you are receiving the full value of your book for the contract which you are working under. Study your contracts and be positive—make it your business to know if your fellow workers are brothers or if they are stealing an unemployed brother's right to

be at work—if so report it then, not later.

CITATIONS

Time and space does not permit, however, I will cite a few instances of some of the conditions I found in the territory:

A junior engineer standing watch work alone and receiving junior rate of pay, without protest. He and two of the brothers were allowing a definite anti-union man to work with them—the man in question not belonging to the Local. These men did not tell me of the conditions. I spend my Sundays and nights checking, when a word from them would have expedited the cleaning up of the conditions and saving time. The result of my efforts are: The junior engineer is now working as watch engineer, the anti-laborer is no longer working there, and an unemployed brother was employed, and at this writing an unemployed junior is going to work. Look out Chief, you may receive greetings from the Executive Board to show reasons and cause why your present junior is standing part-time watches, without his overtime or why he is not raised to a regular watch engineer rating. The contract does not read, "Chisel your employee and brother."

OVERTIME

There are no clauses in any contract that read thusly: The management has the right to force or allow you to receive your overtime in time off. You are to be paid in good U.S. dollars. If you do not want the overtime, call the office; we have brothers who do. It is your loyal duty to report these overtime flagrances.

PROTECT OUR JOBS

Let us stop farming out our jobs when tools and equipment are on hand, as you not only lose a job for yourself but a job for a member, who could succeed you. In one instance an engineer lost a job and when I protested to the owner he replied, "I have need for only one man because the man I laid off carried out his work dressed better than I; very capable in sending out most of the work and leaving the oiling to his assistant. As a result, I'll buy more automatic equipment and keep one engineer on the job." A case of a two-man job made into one. If your present job is one that is out of your line, come in and get your name on the "Wanting to Change List." We will place you on a job you are qualified for.

It has been brought to my attention that CHIEF ENGINEERS are not always being backed up by their men. By that I mean, when you men are supposed to be standing watch — STAND YOUR WATCH — please don't read it. When the management sees you sitting there reading, he decides to eliminate a man.

POLITICS

As Americans, keep your eyes focused on men in office. Vote when you can, cast a ballot always for the men who are fighting for American Labor.

MEETINGS

Above all, attend the regular meetings of Local 39; help to strengthen and weld a Union that will have the respect of all other organizations. To do this it needs your support.

Starting Small Screws

To start a small wood screw in an out of the way place that you are unable to reach with your fingers try this: Wrap a piece of light wire such as may be obtained by unraveling window screen, around the head of the screw. Use this to hold the screw until it has been started into the hole, then hold the screw with the screwdriver while the wire is being removed.

Report from Santa Rosa

EARLE J. COLLINS
Representative, Local 39

We know of a plant that has experienced the placing of an unskilled man in an engineer's job. By unskilled, I mean a man who did not have one day's experience as an engineer. The job previously had been filled by a qualified engineer and a union man. Are we to assume the crew is supposed to teach this man? You may ask how this can come to pass in this day and age of strong unions. Well, Brother, we can chalk it up to the Taft-Hartley Act.

We may think we have a strong union and that we can call it a closed shop and feel we would like to carry on without the present set-up, but the Taft-Hartley Act changed all this overnight. Under this act they can force men on us and we have to stand still and like it.

WRITE LETTERS

It seems all they are doing in Washington is kicking the bill around a bit, getting warmed up to pass a more drastic act. If every union man would sit down and write two letters, one to his representative and one to his congressman, the flood of letters would surely have influence on urging them to repeal the act.

SPIC 'N SPAN

We dropped into the Washington Ice Plant the other day and hardly recognized the place—it has a new painted look. The compressors spic and span, the HR Ammo lines one color, the low pressure suction and high pressure suction lines a different color, the floors are newly painted. It certainly looks nice.

Birds-eye Frozen Food Co. representative stopped over in Santa Rosa the other day to inspect Bridgeford's Frozen Food plant adjoining the National Ice Plant with the idea in mind of developing the two plants into a quick freezing poultry layout. We are all hoping that Birds-eye or some other organization will put the frozen chicken deal into operation.

The National Ice and Santa Rosa Ice Delivery Plants will soon be making white ice for Pacific Fruit Express. Some good, warm weather will be welcomed by the two ice plants. Business has picked up at Grace Bros. Brewing Co. and warm weather would likewise be welcomed by the brewery.

NEW HOSPITAL

The Santa Rosa Memorial Hospital is progressing and is expected to be completed sometime in 1950. We have a full complement of engineers awaiting the opening of the hospital.

Brother Del Winters has left the Cader Soap and Tallow plant in Petaluma to enter the U. S. Forestry Service, but he intends to keep in good standing in our union and hopes to come back to engineering at a later date.

4-LANER OPEN

The four-lane freeway, built by our good brothers in Local No. 3, has been completed and is now open for travel. You can now breeze right through Santa Rosa or turn off into town, just as you choose.

Federal Loans Urged To Help Co-op Housing

Washington.—A bill to provide direct federal loans to meet the housing needs of middle-income families was introduced in the House of Representatives by Rep. Thomas H. Burke of Ohio.

The bill would establish a program of direct federal loans, at lower interest rates, to cooperatives and other types of nonprofit corporations and organizations who would provide housing for rental or for sale to members.

Designed to aid families which could afford \$40 to \$60 a month for housing, the bill has the support of many labor, veterans' and religious groups.

STATIONARY ENGINE

Minutes of the executive board

STATIONARY LOCAL No. 39
474 VALENCIA STREET, SAN FRANCISCO

May 21, 1949.

The meeting was called to order at 2:00 p.m. by Vice-President Oughton. Roll call was taken and the absentees were noted.

Minutes of the last Executive Board meeting were read and approved. Minutes of the various councils were read, noted and filed.

COMMUNICATIONS

FROM: San Joaquin Shrine Club, 6th Annual Shrine Circus asking for a donation to carry on their worthy cause. It was moved, seconded and carried unanimously to donate \$12.50.

FROM: Veterans of Foreign Wars, stating that a special edition of their paper was being published to celebrate their Golden Jubilee and ask for financial assistance. It was moved, seconded and carried unanimously to donate \$10.00.

At this time the case of J. E. Richards was discussed. The decision was to let this case take its regular course and in the event the application is made to the office for reinstatement it will be returned to the Executive Board again for approval.

The withdrawals, Transfers and Suspensions were concurred in. The following contracts were concurred in: Fresno Hotel, Union Ice Co., San Jose; Modern Ice Co., San Jose; Security Ice Company, San Jose; Sacramento Dairies; East Bay Ice Rink; San Francisco Bay Toll Bridge; Cypress Lawn Cemetery; Holy Cross; McCormack Baxter; and Fox West Coast Theatre, San Francisco.

NEW BUSINESS

Brother Vic Swanson, 7th International Vice-President, made the following recommendations:

That the President receive a flat \$50.00 per month and be required to attend the San Francisco, Oakland and Executive Board meetings. Should he be required to attend other meetings, thereby incurring additional expense, such expense will be borne by the Union.

I further recommend that San Francisco and Oakland Executive Board members be paid \$10.00 for attending an Executive Board meeting, and other members traveling from outlying districts be paid \$20.00 per meeting.

Inasmuch as the wages of the representatives of Local 39 are lower than most business representatives in this locality, I recommend a weekly increase of \$7.00, effective July 1, 1949.

The foregoing three recommendations were concurred in unanimously seriatim.

It was moved, seconded and carried that Brother T. J. Roberts be made an honorary member of the Executive Board for life without the necessity of running for election, since he has served the Local for many years.

GOOD OF THE ORDER

Brother Fitch complimented the Executive Board on the harmonious relationship existing within the Board and thanked the members for their cooperation.

The Executive Board concurred in the action of the Officers in which the distribution of the union funds were put in several banks for protection. Reports from the Executive Board members in their districts were reported as very good.

The Bank of America situation is expected to be cleared up shortly after the 1st of June.

There being no further business, the meeting adjourned at 3:15 p.m.

Respectfully submitted,
LEO F. DERBY, Secretary.

Report from Sacramento

By R. A. OUGHTON
Business Representative, Local 39

Following is the report from the Sacramento district:

Contracts Closed: Reno Rendering Works, one engineer, \$93 per week on a 40-hour week; Sacramento Ice and Cold Storage Industry, chief engineer, \$375 per month, watch engineer, \$310 per month, junior engineer, \$255 per month, and apprentice engineer, \$240 per month.

Contracts Being Negotiated: Air Reduction Sales Co., California Oxygen Co., Sacramento Brick Co., Sacramento Office Buildings, Bank of America Building, Yuba City Refrigeration Co., Yuba City, and the Crescent Creamery in Reno, Nevada.

I can report good progress for the Sacramento County Engineers,

Meeting Notices For July 1949

1st Tuesday, July 5, 1949—San Francisco.
2nd Tuesday, July 12, 1949—Sacramento.
2nd Wednesday, July 13, 1949—Stockton.
2nd Thursday, July 14, 1949—Modesto.
3rd Monday, July 18, 1949—Oakland.
3rd Tuesday, July 19, 1949—San Jose.
3rd Wednesday, July 20, 1949—Salinas.
4th Tuesday, July 25, 1949—Fresno.
4th Saturday, July 23, 1949—Executive Board.

SPECIAL NOTICE

July 5, 1949, Installation of Officers, San Francisco.

Sacramento City Engineers, and Engineers at Weimar Joint Sanatorium at Weimar.

Organizing: I am happy to report that the Stillwater Orchards Co. at Hood, Calif., has signed a four-year contract with Local 39, covering five engineers.

RENO TRIP

Made a trip to Reno on May 18 and 19. Closed the contract covering the engineer at the Reno Rendering Works, who is Brother Gerald Guazzini. Brother Gerald took me through this plant and told me about the fire they had years ago and about the various horse meat by-products.

Also stopped at the Crescent Creamery and had a long talk with Brother Harry Galloway, whom I think after a few more years employment at the plant will get to know it very well. Brother Harry is very proud that he has been employed there for 22 years.

Visited Brother Ed Kruse, who was very busy keeping up his end of the job at the Chism Ice Cream Co. He told me that Brother Cyril Smith was out servicing cabinets on a run to Lake Tahoe at that time.

Other calls made in Reno were on the Union Ice Co., Riverside Hotel, Coca Cola Bottling Plant, and the Reno Laundry. So ended my stay in Reno.

On Our Sick List: Brothers Stuart McDonald, Paul Law and Harold Hicox.

Engineers Placed on Jobs: 6.

Engineers Unemployed: 5.

Increases: To Brother and Mrs. Erwin Vaughn, congratulations on the birth of a daughter.

Remember to attend your Local Union meeting!

ENGINEERS UNION LOCAL 39

Report From Stockton

By R. E. McCARTHY
Representative, Local 39

While visiting the Carnation plant in Stockton, I watched a very interesting experiment with a welding torch and a lowly dime. It was being melted for a stainless steel pipe, and believe me, brother, it sure stuck to the pipe. The thing I am wondering about is why don't the dimes stick that way in my pocket book?

Visiting the Union Ice plant at Los Banos is always interesting. I was talking to Brother Pete Sylvester and Brother Narciso and admiring the new paint job that they were doing in the engine room—I suddenly remembered that Brother Griffin was missing, and inquired about his whereabouts, I was immediately told that Brother Griffin was known as "Super Salesman" Griffin nowadays. Seems like Bob wants to try his hand at selling Honor Brand Frozen Foods. The Union Ice Company is selling this brand of frozen foods and Bob figures if it is good enough for the Union Ice Company to handle it is good enough for him to sell. Everyone wishes him a lot of luck with his job.

DEAD ENGINEER FOUND ALIVE

Brother George Wallace, engineer at the County Hospital of Stanislaus County, really found what a nice feeling it is to see a son who thought his dad was dead for the past 20 years. A nice reunion was had by dad and son, and everything turned out for the happy ending. Let's all hope that they do not get separated again.

On May 12th, Mr. Ball and Brother Carman called me by phone and requested that I meet them in Modesto to visit the Marin-Dell plant at Hughson. Calling at this plant and getting its troubles straightened out we headed back for Modesto. Carman suggested that we visit Brother Peterson at the County Hospital. Warning Mr. Ball and Brother Carman to be careful of the rickety stairs leading to the boiler room (which Pete is supposed to repair, but hasn't) we introduced Mr. Ball to Pete. Having timed our arrival for 2:00 p.m. Brother Wedge was busy setting the outside table for coffee and pie. He addressed Pete as Mr. Peterson. Brother Carman took Brother Wedge to one side and asked him how long he had been working there, and proceeded to inform Brother Wedge of the proper decorum when addressing Brother Peterson—such a lesson is not fit for print. Brother Peterson told us to beat it and not be putting any ideas in the help's head as he had enough trouble with them now.

MAD NO MORE

Brother Lee Collins, chief at Armours and Bro. Scott informed me that they were not mad at me any more and that I could come down on the job to see them. If Brother Collins gets his crew to operating the way that he had them at Merced it will relieve this writer of a lot of headaches.

Looks like our refrigerator companies are getting ready to go into high gear—here's hoping anyway.

ONE FOR THE IRISH!

According to the new contract going into effect June 1st, 1949, with the McCormick-Baxter Creamery Company in Stockton, St. Patrick's day will be celebrated as a legal holiday. The Irish should have one day for themselves, and the sooner Congress and the Senate does something about it, the better. It seems to me that there are enough Irish politicians hanging around to do the job.

Attended a Safety meeting on May 11, 1949—they hold these meetings at 7:00 a.m. In my estimation the people writing safety laws don't give enough attention to fired pressure boilers. If an engineer was to write the law pertaining to attendance on boilers it certainly would be written clearer and more explicit and there would be some sharp teeth in the law for anyone foolish enough to vio-

late it. Let's get our heads together, fellows, and see if we can do something about it. Hope some day to see a stiff license law governing the operation of boilers, engines and motors.

INSULTERS, INC.

A nice little crew of insulters (particularly if the insulted party happens to be a business representative of Local No. 39) works for the Golden Valley milk plant at Patterson. This crew consists of Brothers Cox, Mount and Germoulus. Brothers Kirk, Wheeland and Gunsted are not so bad—maybe it's because they always work nights. I endure these insults simply because I know that this gang does not respect authority and brains.

Wonder if the Honorable Bro. Peterson is trying to cut off another finger? Heard that he was working in the wood shop again the other day. Maybe he believes in the old adage, "the same thing don't happen twice."

News Items from The Fresno Area

By M. G. CAMPBELL
Representative, Local 39

What is all this noise about the Taft-Hartley Act being a benefit to the worker?

The Taft-Hartley law was used to break the strike against the Di Giorgio Farm, which has been carried on by the AFL National Farm Labor Union and the AFL Teamsters, and is being carried on against the AFL Clerks' Union in Contra Costa County.

James F. Galliano reminds us that the strike at the Di Giorgio Farms started many months ago when 1,500 farm workers and teamsters organized and asked for bargaining rights. They were told the farm workers could not have any of the benefits of the Taft-Hartley law. But later the employer filed charges of unfair labor practices against the strikers and the matter went to the NLRB. After many months an NLRB examiner ruled against the employer.

Nearly a year has passed and the strikers have been under an injunction all this time, with the employer using scab labor. The employer still can appeal to the NLRB for a ruling from the board in Washington, and if this goes against him he can appeal to the courts. After all this red tape is gone through, the majority of the workers will have left to seek work elsewhere.

Brother Carman was in the last week in May, working on transfer of men from the Teamsters in Milk Manufacturing. We hope to have that situation straightened out by July.

ROMA SIGNS

The agreement with the Roma Winery has been completed. We still are negotiating on the following agreements: San Joaquin Bakery, Fresno; Union Ice Co., Firebaugh; Valley Oxygen, Hanford.

INITIATIONS

At our next regular meeting of Local Union 39 in Fresno on June 28, we will have initiations. All new members who have not been initiated are requested to be present. Meetings are held at 280 North Van Ness Ave., Fresno, at 8 p.m.

You cannot expect a professional politician to make up his own bed and then lie in it. He is more likely to make up his own bunk and then lie out of it.

Metal Drilling Simplified

Drilling a large hole in iron with a hand drill can be simplified by drilling a small hole first and then following up with a larger drill. Or, you can use a centre punch that is somewhat sharper pointed than the drill to make a pilot hole.

Report from San Francisco

By LEO DERBY
Secretary & Bus. Representative

Notice to open contracts for August were sent to the following firms: Standard Brands, Oakland; Warner Bros., Fresno; Crescent Creamery, Reno; Pig 'n Whistle, San Francisco; San Jose Laundries; San Francisco Breweries; Grace Bros., Santa Rosa; Golden West, Oakland; Sacramento Office Buildings; San Francisco Meat Industry.

The following contracts were completed: Elks Club, San Francisco Bay Toll Bridge, Cypress Lawn Cemetery, Holy Cross Cemetery, Fox Theatre, San Francisco.

The contracts in course of negotiations are: Stuart Oxygen; James F. Waters; S. & W. Fine Foods Co.

A meeting to be held in Santa Rosa on June 10, 1949, with the Refrigerating & Cold Storage Engineers in conjunction with negotiations.

BAKERY BEEF

There were considerable negotiations with the San Francisco bakeries due to complications of the Oakland bakers in which the old Alfonso and Gaston Act was being overdone and therefore we asked for and received strike sanction on Saturday, June 4, 1949, and notified the bakers that Homestead Bakery would shut down at midnight, Saturday, June 4, 1949. However, we were notified at 5:30 p. m. Saturday that our demands were granted and the strike was called off. Our conclusion is that we do not intend to settle for less than anyone else or sit back without a strike for more.

The new retail joint council is gradually getting under way and it is a pleasure to see so many unions united together on a specific program. The employers, of course, do not like it, but neither did the Chinaman. Unquestionably the Retail Stores of San Francisco are the last of the open shop condition.

PLANT SHUT DOWN

The Holmes Planing Mill has been shut down indefinitely. The engine was bought by a planing mill in Reno, Nevada.

Attending various meetings this month showed progress. This constitutes my full report for the month of May.

OPEN LETTER TO MEMBERS

Dear Brother Members:

The vote cast at the recent election was most gratifying to myself and the officers elected to serve Local 39 for the next two years. We appreciate the interest shown and assure each and every one of you that we will continue to do our utmost to bring about better conditions and wages for our members.

We have finally reached an agreement with the Salinas-Watsonville Ice Industry, which is satisfactory to the men employed.

As you will note from the Business Agents' Reports, the Bakery Agreement for San Francisco-Oakland has been completed. We had to take strike action against the Employers and they held out to the "dead-line", when they notified us they would give in to our demands.

Again expressing my appreciation, I am

Fraternally yours,
CLAUDE C. FITCH,
Business Manager, Local 39.

"WORK FOR REPEAL"

Olympia, Wash. — A joint AFL-CIO sponsored meeting here called on Senators Harry P. Cain (R) and Warren D. Magnuson (D) to work and vote for immediate Taft-Hartley repeal. The public meeting, first joint labor action against the slave labor law in this area, was called by the AFL Central Labor Council and Thurston County CIO Council.

Report from San Jose Office

By RICHARD A. CHRISTIANSEN
Business Representative, Local 39

In the San Jose area, negotiations have been undertaken and are in progress covering the dried fruit industry and at the Union Ice Co. plant at Mountain View. Nothing concrete has been offered but rather a tendency exists to reduce the hourly rate of pay. This of course cannot be concurred in. We are going to strive to obtain some increase even though it may not be great.

Also, at the International Chemical Co., wages offered are small but working conditions quite favorable. When the concern completes its negotiations with the Chemical Workers Union, the contract with our union will be continued. In any event, we have been promised retroactive pay from the date our contract expired.

We have placed a few men who had been idle due to canneries being shut down. It is believed that shortly we will have more calls and will then be able to place others now on our "waiting list."

ICE PLANT OFFER

As for the Salinas-Watsonville areas, will state that the Ice Industry offered for consideration by the membership an increase of 2½c for ice pullers and 5½c for watch engineers. This offer was tendered to Brothers Fitch, Derby and myself, as well as a committee appointed from the various plants in Salinas. Special meeting was scheduled at Salinas on June 2 for final action by the membership. In this respect might state that an inspection of the surrounding country disclosed that there is but a very small acreage of lettuce ready for harvest. With the market poor, the large ranchers are reluctant in planting. Hence, no market, no lettuce; thence no work.

Concerning the Watsonville district, negotiations on the plants involved there will be continued on Friday morning, June 3. We hope to obtain the same rate there at least as in the Salinas area. This is far from what has been asked, but in view of circumstances over which we have no control, we will do our best for the welfare of all.

It is hoped that all had a pleasant weekend and that there will be no ill effects from the weekend holiday. I was not fortunate enough to get in on a fishing trip, etc., but perhaps I won't have to make up a story of how large the fish was I didn't land.

INITIATIONS

I wish to stress the point that initiations will be held in June. All who have not been formally initiated please attend. Also, if you have not sent in your ballot, do so, and be sure to attend your next meeting (June meeting at Watsonville, June 15; San Jose, June 21) to elect your Executive Board delegate. Your vote is needed.

Farm Employment Up

Washington. — Farm employment increased 750,000 in April, but still was 4 per cent under a year ago, the Agriculture Department reported. Farm employment was put at 11,089,000 for the week ended April 23. Of this total, 2,011,000 were hired workers.

Engineers Bring Ford Hospital To Union Terms

Detroit.—The Henry Ford Hospital, where all physicians in old Henry's time were obliged for awhile to punch in and out on the timeclock, surrendered April 15 to the International Union of Operating Engineers (AFL). Breathing the usual anti-union defiance customary to privately-owned hospitals in Detroit, the management had declared it would have no truck with a labor union.

Local 547, comprising all union stationary engineers, firemen and power plant maintenance men in Michigan, did not bluster in return. It saw to it that the hospital boiler room ran shorthanded all winter. Union men would not go near it because of substandard wages and working conditions. Ford Hospital ads for power plant men ran for many months. Benson Ford, grandson of the founder, is chairman of the board.

Today, says President J. E. Crow of the Engineers' local, wages have been raised to the level regarded as satisfactory by the union and working conditions have been lifted out of the slavepen category. Top man in the boiler room now gets \$2.10 an hour, a hefty raise.

"The hospital management has even put chairs in the boiler room," says Crow, "so the men no longer have to sit on the floor to eat their lunch. It has also provided decent washrooms and lockers."

Strike threats and resort to state mediation brought Ford Hospital to time. All that remains, since the union does not ask recognition, is for the management to designate a person as labor relations' director with whom the union can negotiate on grievances.

Fire Stops

Fire stops are means of cutting off the space between the studs in a wall so that there is no flue action from one floor to another. There are various ways of doing this, depending on the type of framing used, but it is essential that walls, floors, stair runs and attic eaves be properly fire stopped. Good fire stopping is the cheapest protection you can build into your house.

Repairing Furniture Burns

Cigarette burns on furniture, if not too deep, can be repaired by the home mechanic without a great deal of trouble. Use a piece of fine steel wool to remove the charred finish. Touch up the spot with quick-drying varnish, using a camel's hair brush. Apply the varnish in thin coats, using as many coats as are necessary to bring the new finish flush with the old finish. Rub down the final coat with a cloth saturated with linseed oil and dipped in rottenstone, working with the grain of the wood.

ELECTION RESULTS

In the general preferential election of International Union of Operating Engineers No. 39, held in San Francisco on Tuesday, June 7, 1949 the following votes were cast:

MANAGER.....	C. C. Fitch, incumbent.....	1,008
PRESIDENT.....	F. O. Brantley, incumbent.....	845
VICE-PRESIDENT.....	A. R. Oughton, incumbent.....	594
	Earl H. Peterson.....	274
SECRETARY.....	Leo F. Derby.....	838
TREASURER.....	Fred Wheeler, incumbent.....	702
	Fred Moran.....	189
GUARD.....	James Fait, incumbent.....	896
TRUSTEES (3).....	R. E. McCarthy.....	720
	Emil Winter.....	732
	A. E. Stephen, incumbent.....	676
	Harry Vosburgh.....	403
AUDITORS (3).....	R. E. Christiansen, incumbent.....	828
	Wm. Costello, incumbent.....	826
	R. A. Woodruff, incumbent.....	820
EXECUTIVE BOARD MEMBERS ELECTED FOR SAN FRANCISCO:		
	Emil Winters.....	
	Matt Tracy.....	
TOTAL NUMBER OF BALLOTS MAILED OUT.....		2,742

San Jose—

Aluminum Foil, a New Industry For West, Opens in San Jose

By M. G. "MICKEY" MURPHY and JOE RILEY
Business Representatives, Local 3

Permanente, as many of you may know, has entered into a new field. Plainly speaking, the rolling of aluminum foil. This is an entirely new industry on the West Coast and as usual, the Kaiser Company are the pioneers. All the machinery for the processing of sheet aluminum to foil was imported from Germany and installed in the old Mag Plant.

At present there are about twenty-five engineers engaged in this work but we hope to have many more men working in there as the demand for this metal increases. A great number of new uses have been found for the foil and we are confident that the market will grow.

SAN JOSE

There is quite a little work going on in this district and the employment situation is improving. Many miles of pipeline and sewer is being laid in this area. A. J. Peters have 12 trenching machines in operation. Stolte is going strong with their share of pipe work. Burch & Bebeck have a good-sized contract in San Jose, also the Electrical & Mechanical Engineers of San Francisco . . . Leo Piazza will soon be finishing up his Meridian Road job, also the widening of Story Road. These two jobs have kept a number of the brothers busy for some time. We notice that Leo was also low bidder on the Spring and University job and he is keeping occupied on four or five subdivision jobs.

Space will not permit the mention of all the small jobs being done by such local contractors as: Raish, Heple, Bechtel, Jensen (L. C. & L. W.), Ted Reed, H. S. Nankivell, Swensen, Vierra, Keeble, Peters, Bateman, Nichols and Cash and a dozen more in the city of San Jose—not to mention the surrounding towns and southern section of this territory . . . A new Drive-In Theatre is being built by the F. & D. Theatre Co. This 1000 car theatre is being erected just north of Santa Clara. McFadden of Park Alto is doing the excavating and grading and A. J. Peters has moved in a couple of trenchers.

According to reports from several of the brothers, the sales of the ready-mix plants have dropped off slightly. We hope this is only a temporary condition. This also is applicable to some of our quarries and hot plants. Brother O. R. "Skeeter" Hanson, hot plant foreman for Central Supply at Aromas is maintaining a full crew, steady, but it is with an effort.

MOSS LANDING

Bethlehem's heavy structural steel job at the P. G. & E. power plant is about completed. Consolidated Western Steel have moved in and will set the smoke stacks and a few storage tanks. Two bridge cranes are being used to install heavy machinery. Chicago Iron & Bridge Co. have nearly completed the storage tank facilities. Ben Gerwick has finished pile driving operations for the time being. About 30 members of Local 3 are employed at present on this project with prospects of a few more jobs coming up soon.

P. G. & E. PIPELINE

Bechtel Corp. have had to change their starting date on the pipeline due to the inability to secure pipe at this date. The latest information is that they will not get going before the first of July. This makes many of us unhappy. Bob Bowman who was project manager for this company in Aravia has returned to the states for this job. We understand he is a master at pipeline work. "Big" Bill Hanna will be in charge of the excavating on the front end, and Mr. Quiet will be in charge of the welding or double ending together of the two 30 foot lengths. This work will be done in the Santa Clara yard and the wrapping and cleaning of the 60 foot sections will be done by a portable wrapping and cleaning machine, on the job site.

Piombo Bros. & Pete Farrish have made very good progress on the clearing and the necessary roadways for accessibility to the job site. They are just about com-

plete with their present contract. (We understand they have more to come shortly.) The brothers who operated on this job really deserve a lot of credit as this country is rugged and only the first class can survive.

SOUTHERN TERRITORY

Brother Bill Hogg, plant foreman for McGillvary Cons. Co., informs us the company will soon have completed their resurfacing job at Coyote and are planning on moving up to Brother Hester's territory within the next few days. We were happy to have Bill and his crew here and we are sorry to see them leave.

Due to the price drop in crude oil, much of the activity to which we have become accustomed to seeing on our visits to the San Ardo oil fields, has been greatly curtailed. Much of the equipment is at a standstill or been moved elsewhere. Jergen Oil are continuing with one piece of equipment, but for how long? That's a guess. The most recent information on the oil situation is that there are going to be a few wells sunk by this company in and around Watsonville and Castroville. Several months ago there were a few tests made in this area and I guess these companies know just about where oil will be found.

Archibald & Sondgroth (Mountain View & Redwood City) have put the finishing touches to their Arroyo Secco jobs out of Greenfield and have dispatched their equipment and operators to other jobs.

Fredrickson & Kessler were low bidders on the 101 highway job So. of King City. Their bid was \$174,000. (Granite was second with \$191,000.) This job should start around the 15th of this month and require about six months for completion.

MONTEREY

This little town is much engaged in its expansion program. At present Stolte has about \$100,000 worth of work in Big Sur and Monte Vista Park, also Winters Park. Valley Trenching, Granite, Underground Construction and Phil Calabrese all have small jobs in and around this area. Granite has the expansion of the Monterey Air Base and W. W. Bird have moved in their "Jeeps" with Brother Les Pettit as foreman.

Speaking of Granite, the officials of the company have estimated that 17 motor patrols, 13 shovels and 24 tractors are in operation at this time. The operators on these rigs are very seldom ever seen without their union buttons in plain sight. Thanks boys! This saves a lot of extra time by not having to run down telephone reports about non-union operators—that do not exist.

Brothers, we have nothing to report other than what I reported last month in regards to the Austrian Dam, the Coyote No. 2, the Lexington at Los Gatos, and the relocation of the Santa Cruz-Los Gatos Highway.

NEWS OF THE BROTHERS

Hats off to Brother Charles Craft, Register No. 54,435, initiated Dec. 15, 1911, by former Local 67, of Oakland, who just recently received his Life Membership Card. Brother Craft really is an old timer and has been a faithful supporter of organized labor. He served as an officer of the old San Jose Local 842, for five terms . . . Brother Leonard Cunha, we wish to thank you and your wife for the consideration shown when you called this office long distance to ask that your name be removed from our "Out of Work List." (Next time a penny post card will do. It's cheaper.) The names of the following brothers have also been entered on our "Courtesy List" for not-

Ukiah—

Engineers Open New Office for Ukiah District

GLENN DOBYNS

Business Representative, Local 3

A personal survey by our Business Manager and approval of our Executive Board led to opening of a new office in Ukiah. It is apparent that the District has been too large for one office to serve its members to advantage.

The territorial lines of the Ukiah office will run from Healdsburg on the south to and including Mendocino county on the north, all of Lake County on the east, to the Coast on the west.

Art Seiri, Inc. have moved their equipment on the underpass job for the Masonite Company. This underpass will route all traffic to and from the company under 101 highway.

Baldwin & Straub have poured the last yard of concrete for the hand railing on the Calpella Ridge.

Tom Hester has a number of small sewer jobs in Ukiah. Hester has sharpened all his pencils, laying out for a new contract.

MENDOCINO HOSPITAL

The work has started on the contract which was recently awarded to Moore & Roberts of San Francisco for the Mendocino State Hospital, at Talmage, Calif. They have moved in two clam shells.

The Nevada Construction Co. of Reno, Nevada, are well along with the clearing for the right-of-way on the road between Talmage and Cloverdale, which consists of 10.4 miles. They expect to have eight or ten more pieces of equipment operating by the first of the month.

The superintendent, Britt Pugh, was an expert blade man before he was promoted, apparently he does not want to lose his touch of a blade—just by accident I caught him "practicing" after working hours.

Carl N. Swenson of San Jose, who was the low bidder on the

(Continued on Page 12)

ifying us that they went to work—Brother Everett Turner, Lawrence Holst and Roy Baker.

We are holding mail in this office for Brother Fred Draper, who we believe to be in Alaska. Brother Draper please give us a forwarding address . . . Brother Murphy learned just recently what it means to be under military arrest. It all happened in Moffitt Field and for the reason that he went places where he shouldn't while trying to locate Bill Peters of the A. J. Co., who have the sandblasting and painting of the 12-foot tunnel. Oh yes, Brother Murphy is free again (after a lot of explaining) and the job has been taken care of . . . It is with a great feeling of sadness that we report the death of Sam Mattoon, our friend and one of the best-liked and most competent superintendents that the N. M. Ball Company has ever had. Sam was a grand fellow and it is hard to believe that he is gone. He will be missed by a large number of the brothers and we all join in extending to his widow and boys our deepest sympathy.

Brother Leo Dohony is enjoying his home these days after a long stay in the Pacific Islands where he served in an official capacity . . . Recently, we received a letter from Brother Paul Harper who is in Dhahran, Saudi, Arabia. He says a number of other brothers are working close by. Ole Nelson, George Franks, Bill Lake, R. M. Price, "Flick" Mayberry and a number of others. It seems the boys are doing o. k. over there. They have the best of eats, an air conditioned barracks and a house boy to take care of the icing of the beer, laundry, etc. Not bad . . . In closing, Brother Murphy wishes to thank all of the brothers who so loyally supported him in the recent election. He feels very grateful for such a nice vote and will do everything possible to warrant the confidence placed in him.

Sacramento—

CATSKINNERS & RATTLESNAKES, FEATHER RIVER JOBS PROGRESS

By BILL WAACK and LES COLLETT,
Business Representatives, Local 3

Construction has picked up some since our last report but there are no large jobs to be let in the near future so far as we are able to ascertain.

The W. O'Hair Co. of Colusa were the successful bidder on a F.A.S. road job near Gridley for \$103,000 and will be going by the time this reaches print.

The Bechtel powerhouse job at Colgate is just about finished. Brother C. W. Floyd has been foreman up there for the past two months.

The McEwen road job at Willow Glen is on the last stages now also.

14 RATTLESLAINERS KILLED

The Granite Construction road job at Chico cut-off is advancing pretty well in that bad lava rock and the last count I had, 14 rattle snakes had been killed. The skinners won't get off their cats until they find the rocks at least 50 feet away from them. Brother Bill Crosson says the snakes are so big he can hear them rattle above the exhaust of his D-8. Some snakes!

The landleveling in this district hasn't gotten underway yet, for they haven't harvested the grain as yet.

The Van Valkenburgh Co. storm sewer job at Chico is doing nicely with Brother Chuck Keithly and his good crew very busy. Ditto for Irrigation Construction Co. in Chico. Brother Bob Steele is on the back filler there.

FEATHER RIVER NEWS

Wisner and Becker are about to get in enough supplies to go on with their electrical work on the Rock Creek and Cresta powerhouses with Brother Dick Whittington on the overhead crane. Brother Kenny Johnson, foreman at M & K Cresta powerhouse is on vacation and told me he wasn't going to visit a construction job during the 15 days and hoped no one even mentioned construction to him. Work is progressing nicely there on that job.

Western Pipe and Steel are rigging up their equipment in Feather River Canyon to put in the pen stocks at both powerhouses. Brother Bud Walker is on one of the derricks.

T. E. Connolly Co. are going right on with their tunnel and are also putting in a batch plant at the outlet and it is about complete. Brother Dave Wood will be in charge.

Walsh Construction Co. are making progress in their tunnel and at the powerhouse, too. Brother Bob Harles is master mechanic at the tunnel and Brother Bob McAvoy at the powerhouse with Brothers Bill Weeks, Paul Collett, and Glen Bales on the shovels and cranes.

NEW SUPT.

Julie Williams replaced Alex Simpson as general superintendent for Dixon and Arundel Corporation. This company is making pretty good progress with their tunnel except Jack Ass Creek south which has as much water in it as Feather River.

Morrison and Knutson Co. Inc. are busy on the two dams and concreting the tunnel and Rogers Flat shops have been busy overhauling the Euclids 24 hours per day around the clock. They look like brand new rigs when Mark Smith et al get through with them.

Piombo Construction Co. are almost through grading on their road job near Belden, but I understand they will also oil the road. If so, it will be a couple of more months for this company. Brother Mac McClintock said he liked the

mountain air and never mentioned trout.

Richter Bros. of Oroville keeps busy as do the Gilbert Brothers at New York Machine Shop.

The Rice Bros. road job at Oroville is about one-half finished and Kaiser Sand and Gravel Plant is busy also.

In the Quincy area, C. C. Steele has an airport job with one cat, two jeeps and one dragline and Steele says he has 45 to 60 days work around there and is a good place to spend the summer.

Matthews and Jorgenson Co. of Stockton have the sewer line jobs in Quincy and Brother Bill Edwards is subbing the ditching work from them.

Brother B. L. Smith of Yount and Smith gravel plant said business should pick up with them. They are also attempting to recover the gold and I hope they strike it rich.

Brother Ira Bashaw is branching out and now has another garage at Belden. That makes him a tycoon.

American Bridge Co. should be up soon to put in the drum gates on the two dams.

CONTRACT MEETINGS

A number of meetings on the new gold dredge contracts were held during the month of May and to this date of June. Conditions of holiday pay for dredge crews, travel time, clean-up gang, wage increases and the vacation clause have stymied the committee, but definite progress has been made on all issues excepting wage increases.

On this issue it is impossible to make any predictions or promises. It is the one issue that will be bitterly discussed until the termination of bargaining when it will be referred to the membership for ratification or rejection. This will be up in the immediate future.

Brother "Dutch" Vandewark came to Marysville on a matter concerning N. L. R. B. relations on one of our newly organized concerns and represented Local 3 in a most able manner. His opponent in the opposite corner was Wayne Lietzel of the California Employers Association. We gave Vandewark the decision on points.

Parker is going good on the Meridian-Colusa Levee's, working five days, nine hours on double shifts. All of the gang are on these river spreads and it looks very good for at least 18 months, with an aggregate of over 7,000,000 yards to move.

O. C. JONES & SONS
GENERAL CONTRACTORS
Member A.G.C.
Cedar & 4th Street, Berkeley
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Phone 330

P.O. Box 6

Benicia, Calif.

What's doing in the Oakland office

By Al Clem, Chas. Dees and T. D. Bryson, Business Representatives, Local 3

Since the last issue of the paper, work has improved considerably in this area. During the first of the period we cleared a good many jobs. A mid-month slump set our out-of-work list back somewhat, but things have picked up again in the last week. In most instances, however, we still have plenty of takers for all of the jobs.

The J. R. Armstrong Company recently started work on the additional lane to the highway out past the Broadway tunnel. The completion of this job is anxiously awaited by residents of the Walnut Creek-Lafayette area, as it is expected to help considerably in overcoming peak hour traffic slow ups out that way.

Fredrickson & Watson are well started on their new job on the Freeway in East Oakland and they now have a fleet of "Pulls" and Jeeps in operation. This company has finished the sub-grade on the San Leandro Blvd. job and is now pouring concrete.

Macco Construction Co. have the sub-contract to drive the piling on this job. Brother Earl Webster is operating truck crane with Brother L. C. Smith handling the oiling.

Stolte-United has the mucking machines double shifted on the sewage disposal job near the Army base.

Out in Contra Costa County, Macal Improvement has a couple of rigs doing grading on the Haas & Rothchild job at the new Detention Home near Martinez.

Ben Gerwick has double-shifted the drivers on the PG&E job in Antioch. Grading is nearing completion out there and hiring of Engineers has fallen off considerably.

Brother Bob Vaughn, new steward on Fluor's maintenance job, at Oleum, reports that things are running smoothly out there. Incidentally, Brothers W. Griffey and George Parker are working in this plant on the Chicago Bridge and Iron job.

Dropped by the Ben Gerwick yard in Richmond the other day, and ran into the two Brogden brothers, Bob and Dick. They have a crane of their own and are busy establishing a yard. These boys have been members for a number of years and we know their many friends join us in wishing them every success in their undertaking.

Work on the Ora Loma Sewage Disposal Plant near Hayward is progressing well. At the present time there are three Engineers on the payroll for Louis Francheschi, who is contracting this work.

Lowery Paving has the contract for placing of underground cables for the Telephone Company on Shattuck Ave. This San Francisco

outfit has 10 Engineers employed on this work.

Another North Oakland operation is being handled by McGuire & Hester, who have the contract for installation of a 58-inch water line. Brother George Westbrook, who has been working up around Sacramento for the past several months, is on this job. Brother Stan Sipes is also on this spread operating hoe and Charlie Johnson is placing pipe.

Buran Equipment Co.'s yard in East Oakland is one of the most active in the area at present. They are engaged in thoroughly reconditioning a number of D-8s for export trade.

Activities at Parr-Richmond Terminals have slowed down during the past weeks. Work fluctuates considerably with the handling of cargo out there, and another pickup is expected in the near future.

Excavation of Keeble's job at Livermore is nearly complete. They are starting to lay the crusher run, which is being supplied by a local plant.

Louis Biasotti & Sons have moved three jeeps, a blade and push cat in on the Crow Canyon job. This contract was nearly finished last fall when the heavy rains came and stopped the work. Slides filled the cuts and now much of this work has to be done over before the road can be surfaced. Brother A. Verecuyssen is superintendent on the job.

One bright spot in the employment picture is the Rock, Sand and Gravel Industry, which is booming again following a three-month slow-up. The Pacific Coast Aggregates recently announced that they were starting a second shift in their Plant 118 in Elliot.

Brother Vic Fahrni is back at Utah Construction's yard in Richmond. Practically the same crew is out there, but things remain very slow. Brother Vern Walker recently took a transfer as he will be employed on a Utah job in Oregon.

day they flew to Kingston, where they waited three days for the arrival of the Java Head. This time was spent in sightseeing, but Jamaica did not hold the charm for them that they found in Cuba, and they were ready and anxious to get underway by the time the boat was readied. On March 3 they set sail for Cristobal in the Canal Zone. The trip through the canal was accomplished in nine hours, thanks to an obliging banana boat, which gave them a tow—and enough bananas to keep them supplied for days. At Balboa, on the Pacific side, they had the boat reconditioned and on March 15 set out for the Cocos Islands. They arrived on March 19 after an easy three-and-one-half-day trip, and left on March 22, San Diego bound. From then until they arrived at the southern California port on April 23, they didn't once glimpse land—over 30 days and nothing but their small boat and the ocean. Ten days of this time was spent becalmed in the doldrums—that strange quiet spot in the sea, where sailing ships have been known to lie helpless for as long as 100 days waiting to be picked up by the trade winds. The Java Head had auxiliary motors, but gasoline was at a premium and the supply had to be hoarded to keep the generators charged and to see them through in case of an emergency. Finally on the ninth day flying fish began to appear—welcome sights to the travelers, for their presence heralded the arrival of the precious winds that carried them home. During this part of the trip they became accustomed to seeing all kinds of sea life—schools of tuna, porpoises at play, whales floating like serious oversized commuters, and an occasional lone Galapagos turtle, hundreds of miles from land, paddling slowly and self-sufficiently about his business. These big fellows would eye the craft interestedly, but when whistled at they would duck out of sight. Where to, they didn't know, as the only way was straight down—often several miles. The gooney birds proved an unending source of entertainment, and one in particular, which they identified by a battered short tail, attached himself to the expedition and followed for hundreds of miles. Upon their arrival at San Diego, the Kenoyers left the ship and came directly home, but not until they had indulged themselves in enough hamburgers and milkshakes to satisfy the hunger acquired in those long days out on the Pacific.

While the Kenoyers were riding their hobby across the seas, Brother Gene Ramone was pursuing his own here at home. An expert marksman, he recently won the Western States Championship for small bore rifle shooting and has six silver and gold medals to show for it. A member of the Oakland Rifle Club for the past 15 years, he has won many honors for his marksmanship. He first became interested in shooting as a hobby while in the Navy during World War I, and has participated in the sport ever since. Says his choice of rifles is a 52 heavy barrel Winchester, but that he also favors the government 30 carbine Springfield.

Our third hobbyist, Brother Earl Hvall, is that "ace in the hole" type of fellow we described earlier. Earl started raising chinchillas back in 1942. He had one pair which he put in a "fur farm pool" at Redwood City. Out of this start he acquired several good animals which he continued raising in the basement of his home in Oakland. During the past year he has been so successful that he decided to go into the business on a larger scale. He purchased land near Murphy, in the southern part of Oregon, and moved up there bag and baggage, confident that he can make a good living raising the little fellows. He says that as chinchilla culture is comparatively new in this country, not too much is known about their care. However,

he has learned a lot and has become quite proficient in treating and diagnosing them. Members of the rodent family, they are subject to a variety of diseases and when one of them becomes ill it is a matter of deep concern to the owner—not surprising, when you consider that they are worth from \$700 to \$1,200 a pair! Earl says that his place will be easy to find and he extends an invitation to any of his friends to drop by and see the chinchillas grow if they happen to be traveling up Highway 101.

Brother Pat Collins, who tells us he just likes to "bang around," has just returned from a trip to Ann Arbor, Michigan. He went by bus and then picked up a Dodge convertible to make the trip home. Says it's a good thing the top was sturdy because the elements were sure ag'in' him all the way back. Clinton, Oklahoma, greeted him with a cloudburst and then Texas had a tornado packaged up and waiting for him. And at Amarillo, he said, he saw several cars blown off the road—So what did he do? In his own words, he "hung onto the steering wheel good and tight till he got into town, then let loose of it, went to a hotel and just stayed put till it stopped blowing." When he got underway again he ran into pea-soup fog in New Mexico and then, just for variety, this tapered off into a nice snowstorm at Flagstaff. Those who know Pat will assure you, however, that it would take more than a few dikes of Mother Nature to dampen his spirits. One thing he regrets though—he knows a spot in Lincoln, Illinois, where you can get a good meal for 50c—wishes it wasn't so far away.

On the sick list this month we find Brother Ed Bangle recovering from an operation he underwent in Stockton last month. And here in Oakland, Brother Guy Mattingly is up and around again following a major operation at Permanente early in June.

On May 14, Brother Owen B. Laws was married to Miss Jacquie Landregan in Reno. Owen is the son of Brother Gus Laws, one of our oldtimers. Jacquie is the daughter of retired Commodore J. W. Landregan. The young couple will make their home in Walnut Creek and we all wish them a great deal of happiness in the years to come.

Brother Frank Cabral wrote to us recently from Kuwait, Persian Gulf, where he has been employed for eight months by International Bechtel, Inc., as a greaser on cats. Frank wished to say "hello" to all his friends and probably will be coming home soon, as the job will terminate in approximately two more months.

Brother Bill Berry will start to work for the City, at the Port of Oakland, as an Equipment Operator.

Brother John Fillinger dropped us a line recently from Cumana, Venezuela, where he is working on a highway job as foreman. They have approximately 200 miles of highway to build—a lot of which is quite rugged. He stated that "they expect to have quite a number of camps soon and have been doing some carryall work—but will start a '54' soon." Blackie Roberts is the general superintendent on the job.

On Saturday, June 11, Brother Paul Beauchamp passed away after a long illness from a rare anemia disease. Paul's life was prolonged partially through the generous blood donations from his brother Engineers. Known by many who worked with him as a blade and roller operator for Independent Construction Co., Oliver DeSilva, Lee Immel and many others, he was highly respected not only for his skill, and love for his fellow workers, but for his loyalty to unionism as well. Brother Beauchamp is survived by his wife,

Rena, to whom we extend our sincere sympathy.

We would like to take this opportunity to pass this thought on to the members of Local 3:

Most American working people are sound, logical, and well meaning people who will protect their interests if they are educated toward that end. The problem that we all have is to agree on the best way to protect the interests of the people who must work and then to do something about it.

It appears that the one thing that has been proven to work with the greatest success is our labor unions. In spite of the seemingly insurmountable obstacles from both management and our fellow workers, we have made progress. To protect the gains we have made, and to continue to progress, the man on the job must see that his interests are protected.

Remember, if the fellow working with you does not belong to the Engineers Union he is a direct obstacle to your progress and a menace to the conditions that you have fought for. You would not continue to pay his insurance, nor the payments on his car, nor allow him to take advantage of the privileges of your home. Why allow him to associate with you at your work? And with that thought in mind, we still have that non-union cutthroat out on the sidelines where he will be visible to all other good union men with whom we are associated. Wear your button—so that those individuals will stand out, to be counted for what they are, blood suckers. Then and then only will they see the light and come into the union where we can all bargain collectively.

The Napa River job bids opened on May 26. Hydraulic Dredging Co. was low bidder at \$710,000. This job will get started about August 1. They have some changes to make in the dredge, and the dredge must go in drydock to complete repairs.

Bids opened on June 2 for the Redwood City job, and the San Francisco Bridge Co. was awarded the contract at \$46,886. This job is a small dredge job scheduled to start around June 15. Brother Walter Lutholtz (skipper) is taking the "Pronto" out to do the job.

On the Petaluma Creek job, bids have been postponed until June 21.

Oysters are good to eat the year around, but from May to September fewer are marketed because this is the spawning season.

NEWS ABOUT THE BROTHERS

Hobbies, avocations, outside interests—call them what you wish. Among the members we find they are varied, always interesting and many times unusual. Sometimes a hobby is engaged in strictly for pleasure and relaxation, and again it is started with an eye toward making a living, or as a supplement to the weekly pay check when the going gets rough during the winter months. This month we have reports which include both categories—target shooting and sailing, obviously in the strictly enjoyment class, and chinchilla farming, more of the "ace in the hole" sort of activity.

In the boating classification we find Brother Martin Kenoyer, who owns his own boat, the "Cinnamon Bear," which he sails at every opportunity. His participation in this sport recently let him and Mrs. Kenoyer into one of the most interesting vacations imaginable—the sort of trip that most of us dream about, but never quite take. At the invitation of Frank Bilek, owner of the 44-foot cutter Java Head, early this year they started on a trip which took them across the country down to Jamaica, the Cocos Islands and back up the coast of Central America. Sched-

uled to join the party at Kingston, Jamaica, on February 20, they left California by plane on February 5 for New York. After a few hours of sightseeing, they went on to Annapolis where they were to pick up Bilek's car to be driven to Florida. After a leisurely trip through the southern states, with stopovers at Miami and Key West, they flew to Havana, where they remained for three days. Then came what they consider the most interesting part of the whole trip—a day's drive by bus to Camaguey, Cuba. Gone was the hustle, bustle and slavish schedule-keeping that Americans live by—their trip was purely for pleasure. The only foreigners aboard, their wish was the driver's command. Martin hadn't tasted sugar cane, so the bus came to a halt while he sampled and examined it to his heart's content! A beautiful view took Mrs. Kenoyer's fancy—again they stopped and waited patiently while she snapped pictures. And so on down the road. They ambled into Camaguey about sunset, bringing to a close a day that was rich in atmosphere and easy-going charm—and neither had so much as looked at a watch or thought of the time for hours past! The next



SMOOTH AS SATIN.—One of the best bathing suit figures in Hollywood, by the name of Virginia Mayo (proof above), in a satiny two-piecer.

Daily report of awards for construction

(Compiled by P. E. Vandewark)

MAY 10, 1949

FAIRFIELD, contract awarded to Asta Const. Co., 33 North Front St., Rio Vista, \$17,712 for const. pltmx. shldrs., portions of Road Nos. 77,83,100, D-113, near Fairfield, SOLANO CO.

YUBA CITY, contract awarded to Fred J. Early Jr. Co. Inc., 369 Pine St., San Francisco, \$278,990 for const. sew. treat. pl., (Proj. No. 2).

YUBA CITY, contract awarded to D. D. Morgan, 838 Morley St., Yuba City, \$27,538 for const. sew. pump. plant. (Proj. No. 3)

YUBA CITY, contract awarded to Irri. Const. Co., Colusa Hwy. Yuba City, \$24,762 for install. sew. pipe & MH.

YUBA CITY, contract awarded to Valley Conc. Pipe & Prod. Co., Cooper & Reeves Avenue, Yuba City, \$18,974 for furnishing concrete sewer pipe to city of Yuba City.

PLEASANTON, contract awarded to Peter Sorensen, P. O. Box 790, Redwood City, \$130,730 for const. sew. treat. plant.

SACRAMENTO, contract awarded to J. R. Armstrong, 400 Central Ave., El Cerrito, \$305,382 for 5.6 mi. gr. & pltmx. surf. betw. 3.5 mi. E. Broadway Tunn. & Rte. 107, in Walnut Creek, CONTRA COSTA COUNTY.

SAN FRANCISCO, contract was awarded to Barker Corp., P. O. Box 1316, Stockton, \$69,650 for 70 acres clear on 8.257 mi. Mammoth Road, Sierra National Forest, MADERA COUNTY.

RENO, NEVADA, contract was awarded to G. W. Schilling Engr. & Const. Co., Inc., 1227 D St., Sparks, Nevada, \$14,138 for const. sews. & storm drains, Jonada Heights Dist., Reno.

RENO, contract was awarded to Geo. E. Miller, 111 Morrill Avenue, Reno, Nevada, \$4,279 for realign. Eastman ditch.

OAKLAND, contract awarded to Ben C. Gerwick Inc., 112 Market St., San Francisco, \$307,117 for const. foundations & supports for railroad bridge, Oakland Harbor, Ser. Eng-04-203-49-14.

MAY 11, 1949

REDDING, contract awarded to Downer & Eckley, 1003 University Avenue, Reno, \$33,600 for const. roads & other grading on the Shasta Union High School campus.

SACRAMENTO, contract was awarded to Guy F. Atkinson Company, 10 W. Orange Ave., South San Francisco and Chas. L. Harney, Inc., 575 Berry St., San Francisco, \$2,819,378 for 1.3 mi. grade & conc. pave on cem. tr. subgr. & pltmx. surf. on cem. tr. base; const. grade sep. struc.; const. 2 undercrossings, pedes. undercrossings & off-ramp overcrossings; & furn. & inst. hwy. lighting & traf. sig. sys., betw. Augusta St. & 25th Street, San Francisco, SAN FRANCISCO CO. (IV-SF-68-SF).

PALO ALTO, contract awarded to L. C. Smith, 1st & Railroad, San Mateo, \$203,302 for grade, pave, etc., in Oregon Avenue, etc., under Proj. No. 48-1.

SAN FRANCISCO, contract was awarded to E. J. Treacy, 452 Dewey Blvd., San Francisco, \$4,683 for laying 6" & 8" mains at Athens St. from Madison to Peru, under W.D. No. 508.

MAY 12, 1949

SACRAMENTO, contract awarded to Arthur A. Johnson, 421 Pearl St., Laguna Beach \$56,454 for 8.7 mi. rdmx. surf. betw. So. County Line & Benton Station (MONO CO. IX-Mon-76-A,B)

CARSON CITY, NEV., contract awarded to Silver State Const. Co., Fallon, Nevada, \$79,802 for 13.208 mi. pltmx. surf. betw. Carson City & Washoe City, in ORMSBY and WASHOE COUNTIES.

MAY 13, 1949

SACRAMENTO, contract awarded to Lew Jones Const. Co., 150 No. 28th St., San Jose, \$16,912 for replace 100-ft steel truss span with two 50-ft. girder spans on bridge across Butte Creek, Oroville-Chico Highway, BUTTE CO.

SACRAMENTO, contract awarded to Harms Bros., 5261 Stockton Blvd., Sacramento, \$69,793 for widen crossovers & const. conc. curbs & barrier posts betw. 0.7 mi. E. of Ulatis Creek & 0.5 mi. W. of Yolo Causeway, in SOLANO & YOLO COUNTIES.

SAN FRANCISCO, contract was awarded to Bernal Const. Co., 79 Elsie St., San Francisco, \$3,187 for asph. conc. pave Bemis St., Castro to Roanoke.

OAKLAND, contract awarded to J. H. Fitzmaurice, 2857 Hannah St., Oakland, \$11,423 for const. S. E. sidewalk area on Park Blvd., betw. Hampel St. & Glenfield Avenue.

ALTURAS, contract awarded to Del Monte Electric Co., 8275 San

Leandro St., Oakland, \$264,241 for const. 118 mi. 12,500 KV distrib. line & 32 mi. convert from single to 3-phase line.

EL CERRITO, contract awarded to McGuire & Hester, 796-66th Av. Oakland, \$143,832 for const. vitr. sew. laterals in Assess. Dist. 7, under 1911-1915 Acts.

MAY 16, 1949

SAN JOSE, contract awarded to Leo F. Piazza Pav. Co., 175 So. Montgomery St., San Jose, \$99,656 for const. st. wk., san. sews. & appurts., storm wtr. drains, wtr. sys. & st. lgt. sys. in Stanford Univ. Villa Tr. & adj. territory, under R. I. adopted Apr. 18, 1949.

STOCKTON, contract awarded to J. R. Reeves, P. O. Box 1072, Sacramento, \$26,693 for gr., surf. Manzanita Ave., No. Sacramento.

MARTINEZ, contract awarded to Payne Const. Co., 876 Harrison St., San Francisco, \$14,585 for const. comb. stl. & conc. brdg. on stl. pile bents on Co Rd B-27, Lagonde Way, acr. San Ramon Crk. at Danville, CONTRA COSTA COUNTY.

SACRAMENTO, contract awarded as follows:

(1) **Gagemont Tract** — To Carl R. Fiedler, 2231 S St., Sacramento, \$24,055, for grade & pave.

(2) **Alley betw. L & Capitol, & 22nd & 23rd** — to Carl R. Fiedler, \$2233 for paving.

SACRAMENTO, contract awarded to Continental Const. Co., 1402 Front St., Sacramento, \$14,870 for const. grav. sidewalks, curbs & misc. const. work for a new crosswalk at the State Capitol, on 12th St.

MARIPOSA, contract awarded to R. Gould & Son, P. O. Box 190, Stockton, \$9,241 for inst. floodlights at 35th Agric. Dist. Assn.

PETALUMA, contract awarded to Walter L. Olsen, 966 Sonoma Avenue, Santa Rosa, \$42,890 for const. grandstand located at the Fourth Dist. Agric. Assn.

CARSON CITY, NEVADA, contract awarded to Silver State Const. Co., Fallon, Nevada, \$79,802 for 13,208 mi. pltmx. surf. betw. Carson City & Washoe City, in ORMSBY & WASHOE COUNTIES.

MAY 17, 1949

SALINAS, contract awarded to Granite Const. Co., Box 900, Watsonville, \$2138 for grade, grain & surf. access road to Muni. Treatment plant.

HAYWARD, contract awarded to Silva Bros., 1680 Bridge St., Hayward, \$13,706 for const. light plane parking area at Hayward Muni. Airport.

MARTINEZ, contract awarded to Payne Const. Co., 876 Harrison St., San Francisco, \$14,585 for const. comb. stl. & conc. bridge on stl. pile bents on Co. Rd. B-27 Lagonde Way, acr. San Ramon Creek at Danville, CONTRA COSTA CO.

SACRAMENTO, contract awarded to J. R. Reeves, P. O. Box 1072, Sacramento, \$26,693 for grade & surf. Manzanita Avenue in North Sacramento.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1846 37th St., Sacramento, \$52,382 for 116,350 sq. ft. armor coat pave on Public Ways & right-of-way, in Wright & Kimbrough Sutterville Park Uni III.

QUINCY, contracts awarded as follows:

San. Sewers — To Matthew & Jorgenson, P. O. Box 239, Hughson, \$83,000.

Treat. Plant — To Ted Vares Constr. Co., 345 Warwick, San Leandro, \$131,654.

MAY 19, 1949

SAN FRANCISCO, contract recommended to C. G. Willis & Sons, 2119 E. 25th St., Los Angeles, \$396,808 for 3.887 mi. const. proj. California FH-B1, Huntington Lake Sierra National Forest, FRESNO COUNTY.

SAN FRANCISCO, contract was recommended to Fredrickson Bros., 1259 - 65th St., Emeryville, \$227,112 for 3.435 mi. grade, drains & pltmx. surf., Tahoe-Brockway Rd., Tahoe National Forest, PLACER COUNTY.

WALNUT CREEK, contract was awarded to J. & J. Artukovich, & Bebek & Bebek, 13305 So. San Pedro, Los Angeles, \$343,059 for const. lateral sew. in local Improv. Dist. 4.

MARYSVILLE, contract awarded to Irrig. Const. Co., 1903 Park Ave., Chico, \$41,137 for const. intercepting sewers.

MAY 20, 1949

BELMONT, contract awarded to Howard Wenrick & Assoc., P. O. Box 164, Burlingame, \$14,374 for const. C. I. Wtr. mns., under Proj. 1948-I.

SAN LEANDRO, contract was awarded to A. J. Peters & Son, P. O. Box 632, San Jose, \$40,000 for const. Bancroft Avenue storm

water sewer betw. San Leandro Creek & Sybil Ave.

MAY 23, 1949

FRESNO, contract awarded to Stockton Const. Co., P. O. Box 2087, Stockton, \$491,799 for const. 5 mi. R. C. san. sew. addns.

SACRAMENTO, contract awarded to A. R. McEwen, Box 127, Willits, \$111,044 for 1.2 mi. gr., const. rdmx. surf. on cem. stab. imp. base matl. & apply sealcoat, Maple Creek & 1.2 mi. E., MENDOCINO COUNTY.

SACRAMENTO, contract awarded to W. C. Railing, 27 Lowell St., Redwood City, \$69,772 for 19.7 mi. apply bit., surf. tr. to shldrs. & pltmx. portions, betw. 0.3 mi. So. of Willows & Tehama County Line, GLEEN COUNTY.

SACRAMENTO, contract awarded to Fredrickson & Watson Const. Co., 873-81st Ave., Oakland, \$1,337,812 for const. 3.3 mi. grade & conc. pave. on bit. treat. subg. & const. separation strucs., on Eastshore Freeway betw. S. City Limits & High St., in Oakland, ALAMEDA COUNTY.

SACRAMENTO, contract awarded to United Conc. Pipe Corp., R. A. Bell, & Westbrook & Pope, Box 425, Baldwin Park, Calif., \$1,107,646 for 6.1 mi. grade four lane div. hwy. & const. two R. C. overhead strucs. over S. P. Co. railway trk., betw. 1 mi. E. of Auburn & 1 mi. W. of Applegate, PLACER CO.

SACRAMENTO, contract awarded to G. M. Carr & Bati Rocca, 2333 Burbank Ave., Santa Rosa, \$129,779 for const. R. C. conc. girder brdg. & apprs., at Clear Creek, 9 mi. S. of Happy Camp, in SISKIYOU COUNTY.

PLYMOUTH, contract awarded to Ferguson Bros., 8923 San Leandro St., Oakland, \$15,469 for const. wtr. & sew. services, 26th Dist. Agric. Assn., AMADOR COUNTY.

SAN FRANCISCO, contract was awarded (GENERAL) to Empire Const. Co., Ltd., 344 Harriet St., San Francisco, \$742,000 for const. powerhouse & physical education building at San Francisco State College, Lake Merced.

SACRAMENTO, contract awarded to Lentz Const. Co., 2416 Sutterville Road, Sacramento, \$15,940 for const. sew. Jensen Villa.

MAY 24, 1949

SAN FRANCISCO, contract was awarded to T. M. Page Co., 145 W. Duarte Road, Monrovia, for const. roadbed for Taylor car-retarder yd.

WALNUT CREEK, contract was awarded to O. C. Jones & Sons, 1520-4th St., Berkeley, \$19,982 for const. grade, pave, & sewers on Pine Street.

SAN FRANCISCO, contract was awarded to Fred T. Fairey, 1874-25th Ave., San Francisco, \$4,460 for install 8 inch & 12 inch C. I. mains in 19th Ave. & Winston Dr., under W.D. 512.

SAN FRANCISCO, contract was awarded to Fred T. Fairey, 1874-25th Ave., San Francisco, \$16,800 for install 6 inch & 8 inch C. I. mains in Southhill Blvd., from Rolph St., to Chicago Way, under W. D. 510.

SAN FRANCISCO, contract was awarded to Fred T. Fairey, 1874-25th Ave., San Francisco, \$5,841 for install 8 inch C. I. mains in Quintara St. & Jones St.

MODESTO, contract awarded to Pittsburg Des Moines Seel Co., P. O. Box 329, Santa Clara, \$91,890 for const. 600,000 gal. elec. steel wtr. tank, support tower, conc. foundation, etc.

MAY 25, 1949

RENO, NEVADA, contract was awarded to G. E. Schilling Const. Co., Inc., 1227 D St., Sparks, Nev., \$482,237 for const. Unit II, Disposal Plant Enlargement Proj.

RENO, NEVADA, contract awarded to G. E. Schilling Const. Co. Inc., 1227 D St., Sparks, Nevada, \$66,842 for const. conc. storm drains & sewers in vicinity of Virginia Lake.

FRESNO, contract awarded to Harris Const. Co., P. O. Box 109, Fresno, \$21,721 for const. addn. to New Bldg., at Redding School (alt. \$10,326).

MAY 26, 1949

CARSON CITY, NEVADA, contract awarded to Dodge Const. Inc., Fallon, Nevada, \$214,818 for 7.667 mi. grade, rdmx. surf. on St. Hwy. Sys., from 6 mi. E. of Miller's to Tonopah, NYE & ESMERALDA COUNTIES.

OAKLAND, contract awarded to Stanley H. Koller, 1094 Pomona St., Crockett, \$571,326 for const. raw sew. pump. pttl. & grit chamber & install machinery & equip. at 34th & Wood St., ALAMEDA COUNTY.

REDWOOD CITY, contract was awarded to Edwards, Foulk & Dana, 580 Ave., Del Ora, R. C., \$4748 for const. wtr. distrib. mains at San Mateo Co., Juvenile Home,

5 mi. West of Belmont.

RED BLUFF, contract awarded to Jas. H. McFarland, 266 Laguna Honda Blvd., San Francisco, \$107,600 for const. 775 ft. stl. & tbr. brdg. consist. of five 150-ft. stl. spans & 190-ft. trestle appr., across Sacramento River at Jellys Ferry, TEHAMA CO.

RENO, NEVADA, contract was awarded to G. E. Schilling Engr. & Constr. Co., Inc., 1227 D St., Sparks, Nevada, \$6,514 for const. sew. & appurts. in vic. of East 4th Sts.

MAY 27, 1949

WALNUT CREEK, contract was awarded to Stolte Inc., 8451 San Leandro St., Oakland, \$81,923 for const. sewers in Local Improvement District No. 12.

OAKLAND, contract awarded to Gallagher & Burk Inc., 900 - 73rd Ave., Oakland, \$26,182 for prelim. excav., sealcoat, etc. to approach road of Mt. Blvd. Freeway proj. to Broadway Terrace.

ELDRIDGE, contract awarded to Haas & Rothchild, 274 Brannan St., San Francisco, \$172,861 for const. laundry & warehouse at Sonoma State Home.

MAY 31, 1949

SAN RAFAEL, contracts awarded for const. Dist. Sew. Disp. Proj.

(1) **Unit 1 — Intercept. Sews., Force Mains:** To McGuire & Hester 796-66th Ave., Oakland, \$266,961.

(2) **Unit II — Sew. Pump & Treat. Kks.**—To Haas & Rothchild, 274 Brannan St., San Francisco, \$355,269.

VISALIA, contract awarded to L. C. Clark, 422 Park Avenue, Visalia \$14,166 for const. R. C. slab brdg. across Tule River, 10 mi. S. E. of Tulare, TULARE CO.

BERKELEY, contract awarded to Parker, Steffens & Pearce, 135 S. Park St., San Francisco, \$716,800 (GENERAL WORK) for const. addn. to physics building, Le Conte Hall, on Berkeley Campus.

BERKELEY, contract awarded to O. C. Jones & Son, 1520-4th St. Berkeley, \$4850 for subway, grade & pave for elec. substa., Univ. of Calif., Berkeley Campus.

BERKELEY, contract awarded to Herman Krusi, 100 Duncan Way Berkeley, \$31,900 for const. shop bldg., No. 53, 184" cyclotron Area Univ. of California, Berkeley.

DAVIS, contract awarded for work at Ptt., Sciences Bldg., Etc., Davis:

Grade & Pave—To A. Teichert & Son, Inc., P. O. Box 1113, Sacramento, \$19,210.

Sprinklers—To Wenrick & Assn., P. O. Box 164, Burlingame, (Partial), \$6637.

DAVIS, contract awarded to M. R. Carpenter, 907 Front St., Sacramento, \$38,527 for const. util. conn. at School of Vet. Medicine, Univ. of California, Davis Campus.

CARSON CITY, NEVADA, contract awarded to Dodge Const. Co., Inc., Fallon, Nevada, \$214,818 for 7.667 mi. grade, roadmix surface on State Highway from 6 mile East of Millers to Tonopah, in NYE and ESMERALDA COUNTIES.

JUNE 1, 1949

OAKLAND, contract awarded to Ransome Co., 4030 Hollis St., Emeryville, \$7,247,414 for pave roads & parking area in Tilden Reg. Park.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1846-37th St., Sacramento, \$11,907 for grade & pave, etc., at Washington School Playground.

SACRAMENTO, contract awarded to N. M. Ball & Sons, Box 430, Berkeley, \$633,288 for 7.8 mi. conc. pave. on cem. tr. subgrade, & pltmx. surf. on cr. run base, betw. 1 mi. south of Tipton & Tulare Airport, TULARE COUNTY.

SACRAMENTO, contract awarded to McGillivray Const. Co., P. O. Box 873, Sacramento, \$424,445 for 35.1 mi. pl. cem. tr. cr. run base on exist. surf. & Cl. D sealcoat apply, betw. Crespo's & Spring Hill, SHASTA & SISKIYOU COUNTIES.

JUNE 2, 1949

SAN FRANCISCO, contract recommended to L. A. & R. S. Crow 123½ Rosemead Blvd., El Monte, \$408,654 for 4.592 mi. grade, drain, etc. on Western Divide, Sequoia National Forest, TULARE CO.

SACRAMENTO, contract awarded to River Rock Inc., P. O. Box 1462, Merced, \$38,060 for 6.3 mi. excav. borders, backfill with untr. rock base & pltmx. surf., betw. Cox Ferry Brdg. & Snelling.

SAN FRANCISCO, contract was awarded to Healy Tibbitts Const. Co., 411 Brannan St., San Francisco, \$21,940 for replace piles, floats, & dredging at Yacht Harbor.

JUNE 3, 1949

OAKLAND, contract awarded to R. C. Lewis Const., Inc., 1815 Tele-

graph Avenue, Oakland, \$68,396 for const. playgrounds & clubhouse on Allendale School Grounds.

SACRAMENTO, contract awarded (GENERAL) to Continental Const. Co., 1402 Front St., Sacramento, \$274,000 for const. conc. foundation for State Capital, Sacramento.

JUNE 6, 1949

SACRAMENTO, contract awarded to Karl C. Harmeling 1710 Mt. Diablo, Stockton, \$33,638 for 0.6 mi. grade & pltm. surf. on untreated rock base, at San Joaquin River, about 4.5 mi. N.E. of Crows Landing in STANISLAUS COUNTY.

SACRAMENTO, contract awarded to Morgan Const. Co., P. O. Box 904, Redding, \$30,750 for 22.1 mi. (por.) apply Class "A" fine sealcoat at var. locations near Redding & at Fall River Mills (Co. Rts. 1074 & 1076 & St. Rts. II-Sha-3-20-A, Rdg., C.A.B.), in SHASTA COUNTY.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1846-37th St., Sacramento, \$77,860 for const. Sutterville Heights sewer, under 1911 Act.

SACRAMENTO, contract awarded to Central Valley Pipeline Inc., 2416 Sutterville Road, Sacramento, \$5,233 for const. Cherry Hill sewer under 1911 Act.

SACRAMENTO, contract awarded to A. Teichert & Son, Inc., 1846-37th Street, Sacramento, \$35,867 for excav. surf., & drain etc. in 12 Street.

SACRAMENTO, contract awarded to Lentz Const. Co., 2416 Sutterville Road, Sacramento, \$2,536 for pave & drain alley, V & W, 8th to 9th Streets.

MONTEREY, contract awarded to Underground Const. Co., 75th & San Leandro, Oakland, \$17,320 for install water mains in the city of Monterey.

JUNE 7, 1949

REDDING, contract awarded to N. P. Van Valkenburgh, P. O. Box 1192, Sacramento, \$75,773 for const. sanit. sewer sys. in Garden-Olivia Sew. Dist.

REDWOOD CITY, contract was awarded to S. F. Bridge Co., 503 Market St., San Francisco, \$46,088 for 124,000 cy. dredge sects. A & D of Redwood Creek Canal, under Ser. Eng-04-203-49-24.

SAN FRANCISCO, contract was awarded to Pacific Pavement Co., Ltd., 85 Barstow, San Francisco, \$76,075 for repave sidewalk openings etc. for San Francisco Water Department, for coming fiscal year.

SAN FRANCISCO, contract was awarded to C. G. Willis & Sons, 2119 E. 25th St., Los Angeles, \$396,808 for 3.887 mi. const. Proj. FH 48-B1, Huntington Lake Sierra National Forest, FRESNO COUNTY.

SAN FRANCISCO, contract was awarded to Fredrickson Brothers, 1259-65th Street, Emeryville, \$277,122 for 3.435 mi. grade, drain & pltmx. surf., Tahoe-Brockway Rd., Tahoe National Forest, PLACER COUNTY.

NAPA, contract awarded to Slinson Const. Co., P. O. Box 551, Napa, \$11,602 for const. paving, curbs & gutters on Adrian St. from Central Ave. north to Pueblo Ave. under 1911 Act.

SAN FRANCISCO, contract was awarded to Barker Corp., Box 1316, Stockton, \$69,650 for 70A clearing on 8.257 mi. Mammoth Road, Sierra National Forest, MADERA COUNTY.

SAN PABLO, contract awarded to J. R. Armstrong, Box 216, El Cerrito, \$5,956 for grade. surf., etc. 23d St. & Dover Ave., betw. N. line of Dover & 200 ft. S. of Market St. Improvement Project 3.

FRESNO, contract awarded to the following for const. vitrified sewers:

(1) To W. M. Lyles, P. O. Box 495, \$1998 for Kearney Villa Place, R. I. 223-D.

(2) To W. M. Lyles, P. O. Box 495, Avenal, \$1899 for Lots 32, 43, Figarden Heights, R. I. 222-D.

SAN RAFAEL, contract awarded to Brown-Ely Co., 7360 Schmidt Lane, El Cerrito, \$5,860 for

Sacramento—

'Out of Work' List Melts as June Sunshine Brings Work to Valley

E. P. (ED) PARK, Business Representative, Local 3

The month of June brought not only hot weather but considerable work in the area and for the first time this year we are getting the best of our "Out of Work" list.

The first bids on the Deep Water Channel will be opened on June 16th. Specifications call for a setting basin entrance channel and training levees and for roads, railroads and levee embankments in the Harbor area.

It will be approximately a month after the bid opening before any actual work will be started.

NEW PLAYGROUND

A. Teichert & Son have been the successful bidders on several contracts in the area. They will do the playground area at the Washington School for \$11,907.65. A contract for street improvement on 12th Street Road, North B to 16th, has been awarded them in the amount of \$35,867 and they were low on the grading and paving at the Plant Science Bldg. on the Davis campus.

Central Valley Pipe will do the sewers in the Cherry Hills Tract. This contract was for \$5,223.85.

Work continues on many new schools in this vicinity with the new contracts being advertised or awarded daily. Lawrence Construction Co. has been awarded the contract for the Fruitridge Manor Heights School. The Loomis Elementary School will be built by the Schutt Construction Co. for \$39,760. An addition of six classrooms to the McClellan School has been contracted for \$92,800 by Koblik & Fisher. The South Sacramento School is advertising an addition of nine classrooms. A new high school will be built in Lincoln, Placer County.

CAPITOL ADDITION

The Continental Construction Co. was the low bidder in the amount of \$274,000. for a five-story addition to the State Capitol. This will consist of private legislative offices, work rooms, governor's office unit, committee rooms and a garage in the basement.

Lupen & Hawley, low bidders on the mechanical work, secured an additional contract in the amount of \$28,458.

Lentz Construction Co. received a contract from the City of Sacramento for street improvement in the amount of \$2536.05. Carl Fielder was low on another city street improvement contract at \$2649.65.

Bids were opened June 8 for 3.9 miles of grading and surfacing on State Route 65 near Rescue. Tyson & Watters were low at \$54,700.80.

Also on this date E. W. Simpson and Wm. Gross Gravel Co. of Auburn were the successful bidders for improvements on the State Highway near Squirrel Creek in Nevada County. Their bid was \$29,825.70.

George Wende of Oakdale was the low bidder for dredging at Doughty, Crocker and Pescadero cuts, and Sugar Canal and Tom Paine Slough, as advertised by the U. S. Engineers. Their bid was for \$10,250.

BIDS TO BE OPENED SOON

June 15—Five-tenths of a mile of road in Truckee to be graded and resurfaced.

June 20—Highway improvement on Dry Creek Road, Sacramento County.

June 21—Levee work at Miner Slough under the U. S. Engineers.

June 21—Highway improvement on Harmony Ridge, Tahoe National Forest.

June 21—Four miles of new road on Bear Valley grade, Highway 20, Nevada County.

June 22—Bridges to be widened and culverts extended on State Highway between Putah Creek and Colusa County line.

At Comptonville, Westbrook & Pope will have finished with the "cats" and "cans" by the time this is in print. All equipment will be moved to the Auburn job. It is expected that their job at Jackson will soon be completed and these rigs moved over to Auburn also.

Preliminary work has been in progress at Auburn for the past several weeks. Lancaster & Dahl have the sub-contract on clearing

the right-of-way, with Brother "Smokey" Sutherland moving the brush. The Underground Construction Co. has about completed their job of laying the telephone lines along the new road right-of-way. Ruby Construction Co., sub-contractor, has made a lot of headway on its culverts and bridges. At this writing they are pretty well in the clear as far as the cats are concerned. With most of the preliminary work completed, this job should really get going withing the next week or two.

The M. W. Brown job at Diamond Springs is practically completed. Brother Bob Browning took over as foreman and is doing first rate on the finishing.

J. P. Breen, with Vic Bonner in charge, has several small jobs in progress in this territory. One special job that they had at Weimar Sanitarium kept the boys on their toes.

BRIDGE JOB

Over near Davis, Frederickson Bros. are going full steam ahead on their bridge job on Putah Creek. It should be showing on the horizon in about 30 days. This company is also moving equipment on to their job at Brockway in the Tahoe National Forest. This contract was \$227,112 for 3.435 miles of road improvement. Brother Fred Butler is the superintendent and Brother Art Ingerson is doing the shifting. Brothers Harvey Young and Al Driscoll are on the "cats" and Brother George Murphy is the mechanic. Brother Gus Wallin, oiler, completes the crew to date.

The H. Earl Parker levee job at Putah Creek is now at a standstill and it looks like it will be the last of July or the first part of August before operations get underway again.

The McGillivray Construction Co. is working on its resurfacing job at Madison. Brother Geo. McFadden is the superintendent and Brother Bus Lake is the foreman.

N. P. VanValkenberg have finished their pipeline job at Winters and have moved all of their equipment back to town. They are now doing repair work on the machines and completing several small jobs in this vicinity.

Lentz Construction Co. continue to keep their regular crew busy with several small jobs in this area. This company will be moving into their new office in the near future.

Ebentraut & Summers and M. R. Carpenter have about completed their jobs at Davis but at this writing are still keeping a few members busy on the finishing touches.

A few of the boys keep busy most of the time working for the Asta Construction Co. on small jobs in and around Rio Vista.

Ralph Drollinger is doing the curb work on the Davis Highway with Brothers Geo. Sullivan and Nathan Hill moving the equipment.

Geo. Pollock Co. continues working on the Folsom By-pass which they expect to complete some time in August. Brothers Art Root and Marvin Reed are doing the shifting.

The same crew continues working for Bates & Rodgers at the Twelfth Street Underpass. Brother Bob "Hardrock" Johnson is pulling the levers on the crane with Brother Ray Smith doing the oiling. Brother Emil Selze is the "cat" man.

Joe Viccini is working on a county road job at Rescue with Brothers Josh Bassi, J. D. Bowman, H. R. Smith and Bob Brown on the job.

Brother W. L. Thacker is the Granite man for Johnson Western at Folsom.

F. T. Bastian & Sons of Grass

Construction Awards

(Continued from Page 10)

JUNE 9, 1949

FRESNO, contract awarded to Kovick Brothers, P. O. Box 1323, Fresno, \$33,133 for const. canal strucs. at Fresno Muni. Farm.

SACRAMENTO, contract awarded to Granite Const. Co., Box 900 Watsonville, \$29,883 for 0.3 mi. roadmix surf. at Cypress Creek, 0.6 mi. N. of Santa Cruz-San Mateo County line, SAN MATEO CO.

SACRAMENTO, contract awarded to W. H. O'Hair, Box 278, Colusa, \$103,597 for 3.7 mi. grade, bit. surf. treat. & widen two reinf. conc. girder bridges between Cherokee Canal & Pennington Road, BUTTE COUNTY.

SACRAMENTO, contract awarded to Undergound Const. Co., 75th Ave. & San Leandro Blvd., Oakland \$97,515 for repair nine piers of bridge across Yuba River at Marysville on D St., YUBA COUNTY.

SACRAMENTO, contract awarded to Anderson Co., P. O. Box 101, Visalia, \$148,363 for 1.2 mi. grade & untr. rock & pltmx. surf. across St. Johns River, 4 mi. N.E. of Visalia, TULARE COUNTY.

JUNE 10, 1949

RENO, NEVADA, contract was awarded to I. Christensen Co., 234 Gardiner St., Reno, \$34,345 for const. outfall line across site for the new Reno High School, on So. Verdi Road.

PIEDRA, contract awarded to Granite Const. Co., Box 900, Watsonville, \$140,862 for const. five re-sudebces., one dormitory, one admin. building, utility building & garage; hydraulic hoist, gas lines, storage tanks, fences, etc., at Pine Flat Proj., near Piedra, under Ser. Eng. 04-167-49-69.

JUNE 13, 1949

SUTTER CREEK, contract was awarded to O. R. Dahms, Rte. 7, Box 1143, Sacramento, \$71,749 (Prop. I), & \$28,000 (Prop. II), for

Valley have signed a Building Trades Agreement with the Tri-Counties Building Trades Council and going along o.k. at this writing.

At Colfax, the Central California Construction Co. have the contract for the Sewage Disposal Plant. Stanley Todd, a No. 3 member, is doing the dirt work.

The Peter L. Ferry job is coming along out at the Folsom Dam with about the same crew as reported in the last issue. No new bids have as yet been advertised for this project.

PERSONAL MENTION

Brother J. E. Disney was ill with pneumonia for several weeks but is now able to be back at work again.

Brother William Benning was on the sick list for a time due to an operation.

Brother Charles Milhous, who suffered a back injury on the Parker job some time ago, is still under the doctor's care. Here's hoping you'll soon be well, Charlie.

Brother A. A. Green is another who has recently returned from Arabia. He was also employed by Bechtel, but was on their job at Dhahran.

We are sorry to report that Brother Floyd Bateman has been ill for the past month.

Brother Jim Chaffin is now in business for himself. He can be reached by phoning 6-7320 and will do all types of cement work.

Brother Al Bowling has returned from two weeks spent at Richardson Springs and is back working on the Telephone Bldg. for Swinerton & Walberg.

Brother John Hartman was a patient at the Mercy Hospital for a few days due to a "strep" throat.

Congratulations to Brother Robert Massey, who won a sweeping victory over the incumbent in the school trustee election at Fair Oaks.

Brother Mox Stark is still doing work for the county up near Downieville. Brother Bill Bartlett, who has spent the last couple of seasons with the Cal-Ida Lumber Co., is helping Mox with some overhaul work at the present time.

The Sacramento Office will be open from 7 until 9 o'clock each Wednesday night, beginning June 22, 1949, for the convenience of the members in this territory.

DO NOT FAIL TO OBTAIN A CLEARANCE BEFORE GOING TO WORK ON ANY JOB.

Merchant Ships Idle

Washington.—America has more than 3,500 merchant ships, but over half the total—1,930—were laid up on May 1, government reports reveal. Most of those rusting at anchor are slow ships built during the war, and of little use now.

Bro. David Rhodes of Local 3 was drowned on the San Joaquin River just below Friant. While wading in the river in a diving suit he stepped into a deep hole. He was on a family picnic at the time.

Mining in Utah is adversely affected by lower prices now prevailing. Cedar City iron mines are slowed down by slack in the steel market.

More civil aircraft are registered in Alaska in proportion to its population than in any other state, territory or country in the world.

const. sewage treat. plt. & sew. collection system.

SALT LAKE CITY, UTAH, contracts awarded as follows:

(1) Wayne Co. (FASP S-225 (I): To L. A. Young Const. Co., Richfield, \$71,735, for 4,818 mi. const. 2" roadmix bit. surf. rd. on Sect. S.R. No. 72, betw. Loa & Fremont.

(2) Grant Co. (EASP S-268 (I): To Anderson Const. Co., 1102 N. 36th Street, Seattle, Wash., \$66,409, for 6.535 mi. const. grav. surf. rd. on sect. of Co. Rd. betw. Elgin & Hastings Ranch.

(3) Utah Co. (SP No. 1087) To W. W. Clyde & Co., Springville, \$42,987, for 0.850 mi. const. pltmx. surf. on sect. of E. Center Street, in Provo, betw. 1st. St. E. & State Hospital Entrance.

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WORK PACE SLACKS UP A BIT IN S. F., BUT BIG JOBS AHEAD

P. E. VANDEWARK, PAT CLANCY AND HARRY METZ
Business Representatives, Local 3

Working conditions have slowed down somewhat from our previous report. Although there is still considerable work going on in the area, some new jobs of quite large proportions will be let next month, which should furnish additional employment to the brothers.

Dinwiddie Const. Co. is now getting a good start on the Park Merced apartment house project. Most of the towers for each of the 13-story buildings are now erected and the concrete is being poured on the first floors.

Eaton & Smith is still doing a considerable amount of excavation work on the above-mentioned project. They are also back on the Youth Center job moving more dirt. The brothers are all busy in the shop, putting in lots of overtime, and keeping all of the rigs in operation.

Duncanson & Harrelson are busy on their bridge job at Islais Creek, most of the foundation work is about completed, and the job will soon be ready for the steel erection.

McGuire & Hester have started two sewer jobs, one at 5th and Market Sts. and the other at 13th and Mission Sts. They already have several rigs busy on the job and probably will add a few more after the jobs get under way.

M. & K. Corp.'s Lake Merced job is now working two headings, three full shifts, with a large number of the brothers employed on the project. It keeps "Scotty" McLennon busy handling the muck for both headings.

SEWER, LAKE JOBS

Ben C. Gerwick had the pile driving job for the lake crossing at Lake Merced. The piling will carry the new outfall sewer line across the lake to the new sewer treating plant that M. & K. is erecting on the site.

The North Point sewer treating plant, on which M. & K. Corp. is the contractor, is now under heavy construction. Most of the excavation work having been completed by Eaton & Smith. Raymond has been doing the pile driving work.

Swinerton & Walberg's two large building projects, Mt. Zion Hospital and Standard Oil Bldg., are progressing very nicely. The steel erection having been completed by American Bridge on the Standard Oil Bldg. Bethlehem Pacific is still busy with the steel on the Hospital job. There are several material hoists on these two jobs to keep some of the brother Engineers busy.

MacDonald Young & Nelson are still working full blast on the Stoneson Project off 19th Ave. Several of the brothers are real busy on this project, running hoists, cranes, cats, blades, concrete plant and compressors.

The conference being held in Santa Barbara over the new Shipbuilding and Repair Agreement is now in its third week and no satisfactory agreement has been reached up to this point. Although the conference is not stalemated, very little progress is being made.

The scrap yards in this area are all very slow at this time due to the uncertain market and the drop in the price of scrap iron. Several of the brothers have been laid off as a result.

The waterfront still resembles a graveyard, no activity to speak of, and still the manager of the Port is allowing the piers and docks to deteriorate without making any worthwhile attempt to repair them. A large number of our brothers have suffered a loss of their jobs, as a result of the economy move on the part of the Port Manager. It is hopeful that the citizens of this City and State will wake up and demand that our Harbor Commission maintain and rebuild one of the best ports in the world.

Now that our Union election is over, may we express our sincere thanks and gratitude to the members for their expression of confidence in returning us to office for the next two years. It is our sincere hope, and desire, to be worthy of the confidence placed in us by trying to make this a better

world in which to live, especially for the members of Local No. 3.

PERSONAL TOUCHES

The activity on foreign construction jobs has been at a standstill for the past month, with just a few of the brothers leaving the homeland. There have been a lot of fellows coming into the San Francisco office and asking for information as to what contractors to contact in order to work out of the States. However, the information that they have obtained from this office has been very limited as there are very few openings and the contractors have not been contacting our office for some time. We have been informed that most of the jobs are finishing up.

Ken Harbert has just returned to town again after working nine months in South America for Loomis, a New York contractor.

Back from Guam . . . Clair S. Somers, who was working for Brown, Pacific & Maxom, is back after completing a year's contract. G. R. Burns is home once again after being away for two years—he is also back with a completed contract from BPM. Bert Hawson and Julius Floyd were in the office a few days back and expect to try and go to work in Montana after being in Guam for the past year with BPM. C. E. Tood completed a year's contract with Pomeroy. John Dillar, who has been working with M. & K. and Kewitt for the past 16 and one-half months, is also back with a completed contract.

Edward Fox and Robert Price were in the office together after working 14 months in the Philippines for Drake-Utah and Grove; their contract was also a completed one.

Dwight Williams is back from Arabia after doing a 18 months stretch with Bechtel.

We find B. F. Lowden going to Hong-Kong to work for Marsman on a one year's contract.

Louis F. Gill is also back from Guam where he completed a 13 month contract working for the Government as blade operator.

Brother Edward Kimmell has gone into business at the P-A-L-A Cabinet Shop in Los Altos. They specialize in making furniture, cabinets, store fixtures, frames and screens. Kimmell Bros. are located at 4515 El Camino Real at San Antonio Road, Los Altos. If any of the members can use his services, drop in and see him. Lots of luck, Ed!

HEARTBREAKER

Brother Don Perron just missed winning \$55,000! How? Well, it seems that they have what is called an "Ice-Break Pool" in Alaska. . . . To participate in the pool you guess the time the ice will break, and the closest to the exact time wins the pool. Don bet it would break at 12:39 for several days . . . the day it broke he changed his time to 2:39. Yep, you guessed it, it broke that day at 12:39. Better luck next time, Don!

Once again we would like to remind you that we still need blood donations for our account at the Blood Bank. When you have a chance, please contact the S.F. Office and we will be glad to make all the arrangements.

Station WFDR Opens

New York (LPA)—WFDR, the third radio station backed by the International Ladies Garment Workers, AFL, is in operation. It went on the air on a part-time schedule in time to hail the election of Rep. Franklin D. Roosevelt, Jr., son of the last president, whose initials are the station's call letters. It is expected that a full operating schedule will be established by mid-June.

Stockton— DELTA MENDOTA CANAL JOB AND FARMINGTON DAM ARE SET TO GO

By ED DORAN and FRANK LAWRENCE
Business Representatives, Local 3

The election in Local No. 3 is now past history and all who were elected are grateful as they feel that it is an indication that the membership as a whole, are appreciative of our efforts in their behalf.

Westbrook and Pope are going along very fast on the Cook's Station road job. Although it is summer in the day time, it sure isn't at night. Brrrr.

The employees of the Calaveras Cement Co. at San Andreas were granted a (7) seven cent increase in pay. This will cover 200 members of the Operating Engineers Union working in the quarry and the plant.

There has been reports of strange goings on around the Angels and San Andreas locality, but I suppose boys will be boys.

Brothers Vic Swanson, Pat Clancy and Clarence Mathews attended our last meeting with the Calaveras Cement employees at the Civic Auditorium. These employees were so appreciative of Brother Swanson's work that they had a 200-voice choir singing. Dancing and other entertainment went on for a couple of hours. Our thanks to the entertainment committee.

FARMINGTON DAM

The Farmington Dam will be let for bid on the 21st of June. This will be a \$2,000,000 earth fill dam and is located 20 miles east of Stockton.

Western Contractors, commonly known as the Hubert H. Everest Co., was low bidder on the Delta Mendota Canal between Newman and Gustine, a distance of 17 miles for \$4,165,764. Morrison-Knudson was second low bidder for \$4,340,809.

M. J. Ruddy & Sons of Modesto was the low bidder on the Borden Highway between Middle River and Old River for a low bid of \$102,000. This consists of 10 miles of resurfacing.

We want to offer our congratu-

lations to O. G. "Buck" Hanna and Cliff Kates. These two brothers stepped off the deep end last month and tied the knot for better or for worse.

LAND LEVELLERS

In the above items you have a good picture of the construction end in our area, now let's look at the land levelling situation. The farmers are screaming high wages and another depression. They have been used to the high prices that they were getting for their products that they can't grasp the idea that the supply has caught up with the demand and prices have leveled off.

Ten years ago, you could buy a four-door sedan for \$825, now the same car will cost you \$1695. You could buy a sirloin steak for 39c a pound and now it sells for 65c a pound, milk sold for 12½c a quart and today for 24 cents. These are just a few items of illustrations which shows there is a 100% increase in our living cost. Now take the wages of a cat skinner, 10 years ago it was \$1.62 per hour, today he gets \$2.22½ per hour which is not quite a 33% boost in his earning power, but still he is considered the main drawback in the farmers' program of not wanting to have his fields leveled by cats. The farmer thinks that the wages of a cat skinner should be lowered. He doesn't realize that the poor man has a family to support. These are a few of the reasons why the land levelers are not working today.

TEC

Engineers
Architects
Draftsmen

By AL BOARDMAN, Business Representative

The following letter was mailed to all members of the Bay Counties Civil Engineers & Land Surveyors Association:

Dear Member: May 27, 1949.

The members present at the meeting of May 26th voted to ratify an agreement with the Union and authorized your Labor Relations Committee to proceed accordingly. The agreement approved is the one negotiated by your Labor Relations Committee and recently signed by eight members of the Peninsula Chapter, two members of the San Francisco-Marin Chapter, one member of the East Bay Chapter and one non-member as individuals. You are reminded that the proposed agreement applies to union members only engaged in field work and does not compel any employee to join the union in order to pursue his chosen work.

The above action was taken by the members in the best interests of the Association rather than accept the resignation of the members signing the agreement as individuals. It was generally agreed that if a contract was in existence all would be better served and relationship with the union would be on a sounder basis if that contract was between the Association and the Union, rather than between the union and individuals. The union will be requested to cancel all outstanding agreements of individuals and sign one Master Agreement with the Association covering its members. Affirmative action on the signing of the agreement will be postponed until June 15 in order that those members who do not approve of a union agreement and who do not wish to be bound by its provisions may have the opportunity of resigning from the Association. The secretary has been authorized to accept resignations submitted prior to June 15, without formal action by the membership. You are reminded that all members in good standing as of June 15, will be bound by

Before taking the above action the members considered the unsoundness, economic danger and future weakness of position in permitting individuals to negotiate with the union. We feel that the future of the profession and our members in particular depends upon our willingness and ability to live and work together harmoniously. Those who resign as a result of the above action will be accorded the respect and courtesy due them and will not be discriminated against by the members of this association. However, they will subject themselves to individual attack and pressure from the union, and in this matter we can be of little or no assistance. It is hoped that every member will see the wisdom and necessity of remaining together as a strong organization in order that we may face the future together.

Cordially yours,
/s/ Milton W. Morris,
MILTON W. MORRIS,
Executive Secretary.

This letter speaks for itself but your business representative would like to observe that it is a complete surrender on the part of an organization that held itself to be above such things as labor unions, and held there was no place in the profession for labor relations with a non-professional employee organization. Let those loyal union members who held the contrary

Ukiah

(Continued from Page 8)

county jail and court house at Ukiah, has moved in a Northwest 25.

Freitas & Sons, known as the Ukiah Gravel Company, just purchased a new Northwest Shovel 25. The son is breaking it in at half throttle, or perhaps I should say the shovel is breaking the son in at half throttle—never-the-less, they are having a hell of a time.

Johnson Rock Company of Stockton, are finishing up on the approach of the Navarro bridge with Brother Blake on the blade. Brother Blake says this is God's Country—away from the hustle and bustle of the cities—he would like to stay the season.

RUSSIAN RIVER

C. B. Tuttle Company have two more bents of piling to drive to complete the bridge across the Russian River in Alexander Valley. At this time our engineers are making a channel in the river. The operator on the dragline is F. L. Goodman; oiler, W. D. Dixon; Harry Sonnigson is busy on the dozer.

There's approximately 50,000 yards of dirt to be moved for the approach on this bridge. F. L. Crane Construction Company has the contract. Mr. Crane predicts that there will be plenty of work for his crew this season.

Crittenden & Crittenden are progressing very nicely on their road job in Lake County, between Middletown and Lower Lake. The only complaint from the boys is that the sun hovers just a few feet from their backs and they would like to know just how close it does get to one's back in the summer time.

The Utah Construction Company, building the road for the Masonite Company, which begins at U.S. Highway 101, near Ukiah, California, over the mountains to Highway 28, near Navarro. This road has a 36-ft. base, with 30-ft. surface.

In the month of May the Navarro side completed 2.42 miles, the Ukiah side completed 2.06 miles. At the present time they have 75 engineers working on the Navarro side and 84 on the Ukiah side. The cats and carryalls are working two shifts and the 8 shovels are working around the clock.

The Atlas Pipe Company of Oakland, who were the successful bidders on the sewer job recently let for the city of Willits. Brother G. B. Laws will be operating the trench machine. Brother Laws retired some time ago, but his old jalopie just couldn't pass up a construction job, so he is back at it again.

HIGHWAY JOBS

Brother Dick Alexander, who is superintendent for Guy F. Atkinson on the 101 Highway job, between Ukiah and Willits, hopes to be able to complete the job by the 15th of July. He is very proud of his crew of men. Brother Joe Tonini was injured on the Atkinson job—he lost a finger. We are all looking forward to seeing you back on the job soon, Joe.

The Clements Construction Company, who have 8½ miles of resurfacing on Highway 101, out of Willits. They have about 16 engineers working at the present time. The traffic has proven to be quite a problem—even so, they are doing a beautiful job.

Housing Bill Blocked

Washington—Action on the administration housing bill in the House was blocked at least until House 27, following rejection of the bill by the House rules committee by a 7 to 5 vote. Under the new rules of the House, the rules committee can be bypassed but there will be a delay of at least three weeks.

CAN'T AFFORD IT

Washington—The problems in the way of improving the health of the American people are primarily economic, not medical, a Senate subcommittee was told by Acting Federal Security Administrator J. Donald Kingsley.

view and have fought and sacrificed for better conditions in the survey field take a deep bow, for this is their victory!!!