



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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August 16, 1946

Labor Day Message from President Green

As organized labor passes another milestone, grave problems cry for solution

By WILLIAM GREEN
President, American Federation of Labor

History will record 1946 as the year of transition. It is up to us to make 1947 the year of fulfillment.

On this Labor Day let us forget for the moment the detours and difficulties we have encountered on the rocky road back to peace and prosperity and chart the progress we have achieved.

Within a year after the fighting ended, America has almost completed the heavy and dispiriting

to the interest of all American workers to boost production by every means possible.

Fortunately, the mass unemployment which loomed threateningly after V-J Day failed to materialize. Despite the return of millions of members of the armed forces to civilian life, jobs are plentiful. As production hits high gear, the gateways to more and better employment opportunities will increase. Unless the tide of inflation breaks bounds and engulfs our economy, the danger of a postwar depression will be avoided.

On the legislative front, labor has attained little progress during the year. We had hoped for broadening of our social security system and for the inauguration of national health insurance, but Congress failed us. We strove for the enactment of a long-range housing program which would permit the construction of millions of badly needed new homes during the next ten years, but Congress fell down on the job. On the other hand, labor was forced to defend itself against a series of hostile moves by Congress which would have undermined the freedom of American workers and handcuffed the trade union movement. Fortunately, the worst of these measures were defeated or vetoed.

In the year ahead, organized labor must concentrate greater effort to win public opinion to its side. The trade union movement enjoys the confidence of the Nation's workers to a degree never before attained. This is evidenced by increasing memberships and the results of collective bargaining elections. The membership of the American Federation of Labor now stands at an all-time high of more than seven million.

We believe that when the public generally understands the high goals sought by labor and the valuable services rendered to the Nation by the trade union movement, it will reject the flood of anti-labor propaganda which reactionary forces have poured out against us. Our enemies are making a last-ditch fight to halt the clock of progress and revive Fascism in this country. They are backed by vast wealth and abundant resources. But the truth will overcome them. And the American people, endowed with good common sense, will recognize and understand the truth before long.



WILLIAM GREEN

task of reconversion. The way forward should be easier and more rapid from now on. The big reward ahead is full production and full employment, the two essentials to a sound and prosperous economy.

The troubles of the rest of the world are still too much with us, but we cannot escape them nor dodge our responsibility for contributing to their solution.

This year the American people gave generously in time of scarcity to save the people of Europe and Asia from starvation. Hundreds of thousands of American boys are still stationed abroad to keep the peace so dearly won. It is part of our job to help the weaker nations to get back on their feet, and we will not count the price too high if by these efforts we serve the cause of lasting world peace.

Above all, we recognize the truth that war is the greatest enemy of mankind and that without enduring peace the strivings of labor to raise the standard of life and work of the nation's wage earners can be no avail.

During the early part of this year, the members of the American Federation of Labor won substantial increases in wage rates to compensate them for the loss of overtime pay which they enjoyed during the war production drive. However, the soaring cost of living has, to a large extent, cancelled these gains unless prices can be pushed back to their normal levels. This can only be accomplished by greatly expanded production to end existing shortages. It is, therefore,

IT'S YOUR HOLIDAY--ENJOY IT!



Typical of America's teeming masses of workmen who will enjoy the Labor Day holiday are these workers, shown at a change of shift at the Fontana Dam, part of the TVA development, about 20 miles from Bryson City, N. C., on the Little Tennessee River.

Spotted the Danger



Pres. David L. Behrke of the Air Line Pilots Assn. (AFL) declared that many Constellation pilots had complained of "a definite fire hazard in the induction system of the power plants." Government authorities grounded all Constellations until further notice after a series of crashes recently occurred. (Federated Pictures)

No company is far preferable to bad.—COLTON.

ATTENTION!

TO ALL MEMBERS IN ARREARS OF DUES:

In the future Local Union No. 3 will not send out any notices of arrears of dues. This is an official notice to all members that any member ninety days in arrears of dues stands automatically suspended, and thereby forfeits all rights and benefits in Local No. 3.

Before any dues can be accepted from a suspended member, he must be reinstated by paying the reinstatement fee in full. All business representatives take notice and see that this rule is complied with.

Any member who is sick or injured is requested to notify the main office at 1095 Market Street by letter so that the Executive Board may make proper arrangements to have such brothers' dues taken care of from the Sick Benefit Fund.

This notice is important to all members. If you neglect it and are suspended, don't blame the union, blame yourself!

Real Union Man!



Sen. Gen. Taylor (D., Ida.) may not get paid this month. A member of the Intl. Sheet Metal Workers (AFL), he refused to sign an affidavit, now required of all government employes, stating he did not belong to a union asserting the right to strike against the government. Instead he criticized the regulation as an anti-labor measure. (Federated Pictures)

Union preservation is the first law of a higher standard of living. It is designated by the union label, shop card, and service button.

Report of last meeting

Meeting was called to order at 8:00 p.m., President Clancy presiding. Roll call showed Conductor Riley and Guard Schattgen absent. There were approximately 165 members present.

Synopsis of the Regular Meeting Minutes of July 6 read and by motion adopted as read.

Synopsis of the Executive Board Minutes of July 20 read and the acts and recommendations of the Board were by motion approved as read.

Synopsis of the Executive Board Minutes of August 3 read and the acts and recommendations of the Board were by motion approved as read, with exception of two Resolutions which were referred to New Business.

Card of thanks received from Mrs. Emery C. Brady and Anne S. Burke.

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

Signed report from the Trustees was read to the effect that they had made an examination of the Certified Public Accountants Reports and War Bonds held in the Safe Deposit Box at the Hibernia Bank. Signed by Ernest W. Miller, A. E. Whitlock, J. A. Carahoff. Received and filed.

Report was read for the quarter ending June 30, 1946 by Treasurer Vandewark, which was by motion accepted as read.

The following Brothers were reported ill: Joe Kovac, Douglas Safreno, Wm. Nelson, P. Hazelhurst, Al Gianimmi, R. H. Schweitzerberger, Daniel J. Upham, M. L. Utterbach, James A. Stark, W. L. Kerchel, Emmett L. Kelly, Lee Bryan, Jack Gilmore, A. L. Bain, Chas. M. Phenix, L. A. Potter, Merle Van Cleave, Merland Bell, Ivan B. Woodford, Stanley H. Meyer, Chas. E. Knox, A. R. Jackson, Elmer Constanz, E. L. Minyard, Willis Van Vlack, Raymond Root, Arnold E. Johnson, Arthur L. Bittleston, Tim Sullivan, Edgar D. Vest, Gus Woldberg, George Moran.

The following Brothers were reported deceased: C. E. Bagley, Robert M. Smith, K. W. Siler, Rex Henderson, Rex Hagen.

At this time, Mr. H. Kenny, representing Suspended Transit System Inc. was admitted to the meeting to explain the monorail system for proposed transportation in San Francisco. His remarks were well received. He was excused from the meeting. After discussion, a motion was made and seconded that the Union go on record as in favor of the monorail system and to so notify the Public Utilities Commission. Carried.

NEW BUSINESS

The following Resolution was read as the first reading and by motion adopted as read:

RESOLUTION

WHEREAS: The present collection of dues by the month has been proven unsatisfactory and expensive in their collection, and

WHEREAS: The records of each individual member would be more accurately kept and the Union could better serve its members in the collection of dues by the quarter,

THEREFORE, BE IT RESOLVED: That beginning October 1, 1946, all dues shall be collected quarterly and the Financial Secretary be instructed to so notify the membership.

The Resolution pertaining to the building, in Oakland, regarding repairs, was read as the first reading and was by motion, adopted as read.

The Business Agents gave their reports which were received by the membership.

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

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

Dredger News

By T. D. BRYSON

Business Representative

San Francisco — Dredges are keeping fairly busy and practically all the old-timers are working. We have some difficulty getting enough deckhands to fill the jobs and on several occasions have been compelled to send out non-members in order to get the jobs filled.

I feel sure that we would have enough members to fill all the jobs if they would only have their names and telephone numbers so we could reach them when the jobs show up. Since I am now looking after the Eureka territory I will not be able to visit the dredges quite as often as I have heretofore, because I have to spend about half my time in that vicinity.

Papoose at Hunters

The Papoose is working on the Hunters Point job and the Pearl Harbor is moving on the same job Wednesday, August 7th. The Olympian, which was scheduled to go on that job, also met with a mishap just as they were finishing up on the Alameda Naval Air Base job which put it out of commission for some time. They picked up a 4 1/2-in. shell and it exploded in the main pump, causing considerable damage. Luckily no one was injured.

The Seattle No. 4, a dipper dredge, got started digging a few days ago. This dredge belongs to the Puget Sound Bridge and Dredging Co. O. J. Brown is the skipper and Mr. Traxel is general manager. Both seem to be nice fellows to deal with.

The Suisun Channel job is going right along with two suction dredges and three clam shells digging at the present.

San Pedro Working

The San Pedro is still working at Mare Island and the Beaver is getting pretty well along with the Moss Landing job. The Monarch is still working on the Sacramento River near the Teesdale Weir. The Golden Gate has finished at Encinal Terminal and has moved to Point Richmond where they have a job for the Santa Fe Railroad.

Dutras Clam shells are both busy. The Edwards' at Redwood City for the Leslie Salt Company and the Mallard has moved up the river.

It is with regret that I announce the death of one of our old-time Dredgemen, Brother Edward DeYoung, who passed away on August 3rd and was buried on August 5th. Brother DeYoung had been ill for about two months and had spent a part of that time in the hospital.

News from Eureka

I made my first trip to the Redwood empire on July 8th and found everything in good shape in that territory and I must state that Brother Nevers had the Engineers business well in hand in that vicinity. I have visited every job in the territory and found practically all the members in good spirits and most everyone working. The climate up that way is wonderful at this time of the year, they seem to have just enough fog there to drive the extreme heat inland and with a minimum of cold winds which makes it an ideal climate in the summertime.

The Basalt Rock Company's jetty job at Crescent City is moving right along, even though they have encountered some awfully hard rock and have some trouble from the breakers washing out their roadway.

William Railing is getting his

New jobs reported scarce in San Jose region; many projects seen for future

By M. G. MURPHY

Business Representative

San Jose — Brothers, this is going to be a short report as there has been very little new work started up in this territory since my last report and several of our jobs such as N. M. Ball, on the Freeway (101), Fredrickson & Watson, on the 30th and Santa Clara Underpass and Heple on the Ford and Coyote Overpass jobs have finished their excavation and are now placing the concrete and steel on the bridges. Naturally, with the excavation completed, there has been a reduction in the employment of our members on these jobs. Nevertheless, everybody seems to be working and for that I'm grateful.

While I am on the subject of employment, I wish to warn one or two of our brothers who are very well-known in this locality and who are working for a well-known contractor in this locality that if they value their union cards at all and wish to keep out of difficulties with Local 3, they had better start living up to their union obligations and refuse to work on equipment on which a non-union operator is employed. (It is immaterial whether or not the operator owns the N.W.) This violation has been very prevalent in this district lately and has got to stop. The very least any member can do is call the office, Columbia 6748, and report the violation. I'm not mentioning any names in this matter but if the shoe fits, wear it and take heed. . . . Now that I have that off my chest, I will proceed with my report.

News from San Jose

The Union Paving Company this week started on their Bascom Avenue job and will be rolling full blast in a short while. . . . A. J. Raisch are still busy on their many projects, mostly housing. . . . Nichols and Cash of Los Gatos, are also keeping busy in the same business. . . . M. J. Tobin, sewer contractor, has a fair-sized job on North 6th Street. . . . A. J. Peters Company have considerable work in and around San Jose. (Of course, this is home for them). . . . Bob Sidensol and Son are having a swing at the contracting business and at present are doing some excavating near Los Gatos. . . . Jim Guerin (former superintendent for Fredrickson & Watson) is located in Los Gatos and is also doing well in the contracting business and employs about five of our "Little" brothers. . . . Chicago Chimney Corp. have moved in on the International Chemical Company job where they will erect a huge smoke stack. . . . Leo Piazza is also busy with his housing tracts, grading and paving. . . . Brother Eddie Bernal, who operates his own Cat loader and trucks, is also quite busy on the many small projects. The same applies to Brother Clarence Tressler who has been in the excavating business in and around here for many years. . . . Brother Bill Veira too has expanded considerably and now has several pieces of equipment and keeps busy most of the time. . . . N. M. Ball on 101, as you know,

resurfacing job well under way, just south of Crescent City.

John Burman Sons are just getting started on their Rip Rap job on the Smith River up near the Oregon line.

Mercer Frazer is busy on their resurfacing job at Big Lagoon and several other small jobs along the coast. The Eureka Airport job is still hanging fire as they don't seem to be able to decide just who is going to do the job. This is a \$10,000,000 job and will make a lot of work for Engineers when they get it sarded.

are placing concrete but they are being retarded considerably due to the aggregate shortage. Oh, yes, perhaps I'd better mention it. Superintendent Wayne Morris is the successor to Sam Mattoon on this job (he is now in business for himself) and is retaining the same standard of harmony and efficiency on the job which has always prevailed, with the assistance of two very efficient characters in the office, namely, Thelma and Bob Carsson.

Doings at Monterey

Granite are proceeding as usual on their many jobs in and around this section and have just about completed their new mix plant at Ord Village. No doubt by the time this comes off the press, they will have it finished. . . . Stanley Ball has completed the clearing on his job here under the supervision of Superintendent Roy Jones and Brother "Hap" Grey, and are now getting down to the real business of moving dirt.

SANTA CRUZ, WATSONVILLE AND SALINAS are all showing activities with the same contractors doing the work as I mentioned in my last report. Perhaps in my next report I may have a few new names of contractors and jobs to mention.

News of the Brothers

Brother Olsen, who was employed at Permanente's Natividad Plant, recently received serious injuries which necessitated the amputation of one of his legs. At present Brother Olsen is still in the hospital at Salinas. . . . Brother Fran Bell, who recently resigned from Permanente, has accepted a supervisory job with Granite Construction. . . . Oh, yes, the cigars were passed out recently by our proud and cheery brothers, Clarence Keene and George Davison. (Each now have a boy). . . . Brother E. L. Cooper, who served many months in the Pacific, recently returned to civilian life and has resumed his former employment with A. J. Raisch. . . . Brother Carl Crevola, who has served in the air force since '43, is also happy to be back in civilian life and following his former occupation.

HAD HIS STANDARDS

As the inquisitive man sat on a seat in the park he watched a shabby individual coming along picking up cigarette butts.

Then the tramp sat down on the seat and began sorting his spoil. Presently he threw quite a long one away. This was too much for the curious looker-on.

"Excuse me," he said. "That looked a very good one. Why did you throw it away?"

The tramp drew himself up proudly and replied: "It ain't my brand."

PROBLEM CHILD

GOITIE: "That's my boy friend, Bill."

MOITIE: "Say, he's quite a guy, ain't he?"

GOITIE: "Yeah, but I sure wish he were a little less boy and a little more friend!"

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'Cat' men busy on hiways in Sacramento region, but shovel work at standstill

By FRANK A. LAWRENCE
Business Representative

Sacramento—Working conditions continue much the same in this district with most of our "cat" operators busy, but shovel work is practically nil so that our out of work list boasts some shovel men.

Work on the North Sacramento Freeway by the Guy F. Atkinson Company is going along O.K. This company was the first in this territory to recognize the new wage scale.

A. Teichert & Company are going two shifts on their \$900,000 levee job between Sacramento and Dixon. Around a million yards of dirt will be moved on this job.

The Shingle Springs job of Utah Construction Company continues about the same. The turnover of men on this job is very small in spite of the fact that the A.G.C. refuses to permit them to pay the new scale until August 15, 1946.

Work progresses at the Meyers job of E. W. Elliott Company.

H. E. Parker's highway job from Pollock Pines to Fresh Pond is back on two shifts and it is possible that most of the dirt will be moved by the time this is in print. So far this company has only one "cat" on their levee job from Isleton to Walnut Grove at the present time.

McGillivray has completed several small stret jobs and are using two shifts at the quarry.

Yolo County Road

Folsom and Drollinger are now working on their state road job in Yolo County from Woodland to Knights Landing. Tyson and Wateral small street jobs and are using jobs in this territory.

Frederickson Bros. continue on their two jobs in Yolo and Solano Counties. We have had considerable trouble in obtaining sufficient men for the plant.

Frederickson & Watson have moved in on the Auburn road job and about ten members are working there at the present time.

Joe Vicini is still working on several jobs in and around Placerville.

McDonald, Young & Nelson are working on the addition to the P.G.&E. Powerhouse between Dixon and Fairfield.

All is as usual with the Rock, Sand & Gravel plants in this area with the usual number of men being steadily employed.

J. R. Reeves continue with striping at the Lincoln Clay Pitt.

Other local contractors such as L. G. Lentz, Holdener, Hilliard, Lord & Bishop, Tyrell, etc., keep their regular crews busy with city and county street work, leveling and other small local jobs.

Work is now underway by J. Henry Harris on a resurfacing job at Colfax in Placer and Nevada Counties.

Stolte, Inc., have begun construction of a new broadcasting station six miles out of Dixon.

New Housing Project

Morrison & Knudson are to construct a new housing project at New Helvetia. This company is also contemplating a job at Mather Field which will include strengthening of the runways. If this job goes it will furnish considerable work for some members in this territory.

Clement, Baker and Breene are doing a state road job at Truckee. Men on this job are receiving the new wage scale.

We are happy to be able to report that the Cannon Brick Company is now signed on agreement with Local No. 3 and the employees are receiving pay increases, overtime and vacations with pay.

Russell Pact Signed

H. C. Russell, who is land leveling in the Sutter Basin and Rio Vista Districts has been signed up on agreement as of July 16, 1946.

Other land levelers that have by agreement joined the fold are Claud L. Young and H. P. Hastings. They were signed up on July 22, making a total of 39 non-union operators taken in on the various land leveling jobs. Organization of these jobs is done with the cooperation of Business Representatives Joe Riley and Ed Parks.

M. A. Jenkins has, after some discussion, adjusted back pay and is now paying our rate for pile driver work.

The Donner Lake Improvement Company, with several firms contracting under them, are still not completely straightened out but we expect to have this job under control by the time this issue is in print. J. Hilliard of Nevada City and Edward O'Malley of Truckee, two of the contractors, signed agreements with Local No. 3 on July 31, 1946. McDonald & Farner and Starling & Galbreath are also working on this job and have been operating under agreement with us for some time.

More Negotiations

Meetings have been held with several other small contractors around Lake Tahoe and it is expected that they will all be signed on agreement and the jobs straightened out in the near future, as we have arranged a meeting with them for August 9, 1946.

After several meetings with King Lindale, cement contractor, in Woodland, he has agreed to sign our Local No. 3 agreement and to increase his rates to conform with our new scale. This agreement and the candidates will all be signed up by the time this issue is released.

The McGillivray Company was low bidder at \$10,325 for 1.5 miles of highway repairing in Solano and Yolo Counties.

J. R. Reeves has been awarded the contract to do four acres of grading at the San Juan High School.

Thompson Gets Job

W. C. Thompson of San Francisco at \$407,360.28 submitted low bid for 7.040 miles of highway at Mosquito Ridge, Tahoe National Forest, in Placer County.

Brother F. E. "Ed" Fisher, who is well-known in the Sacramento area and for many years had his own shovels operating in this territory, has quit business. He is now in the printing and publishing game, publishing the "NEVADA MAGAZINE" in Minden, Nevada. We wish this Brother the best of luck in his new venture.

L. G. Lentz has received shipment of a new D7 cat, completely Caterpillar equipped with power unit both front and back. H. S. Clark is the happy operator.

Special Notice

All members are reminded to comply with our Working Rules by obtaining a clearance from the office before going out on a job. This will give your business agent more time to take care of complaints instead of having to make trips that accomplish nothing for the membership of the union.

Don't forget that for your convenience the Sacramento office is open every Wednesday evening from 7 until 9 o'clock. The business agent will be on hand to help you with your problems at that time.

Nevada highway work picks up; employs many

By H. L. SPENCE

Business Representative

Reno—All the highway jobs in Nevada are going at a good pace. Dodge Construction Company's job at Battle Mountain is going good. They are running one ten-hour shift. Their job at Wellington is near the finish line. I have been told that their job at Pequop Summit has been subbed to Roy Cram from Las Vegas, Nevada.

Hunt & Frandsen's job between Elko and Lamoille is going along O.K., with Brother Ernest Kohlmeyer as Steward. I understand they are building a camp on their job out of Eureka, Nevada. I think some of the brothers will be moving over to the Eureka job soon.

Silver States Construction Co. (Andy Drumm) have a camp on their job at Imlay, Nevada, for the boys that are on his job between Humboldt House and Mill City. Andy has his Turnapulls on his job near Lovelock in Lower Valley. He also has some rigs on the Sod House job thirty-one miles north of Winnemucca, Nevada.

W. W. Clyde from Springville, Utah, has started on his job. His camp is at Valmy, Nevada.

Sumsion & Glenn are rolling right along on their highway job just east of McGill, Nevada. They brought several of the Dear Brothers from Utah with them. They have a real good crew.

Isbell on Austin Job

Isbell Construction Company's road job at Franktown, near Reno, is about ready to start mixing the oil. They are about ready to start their job at Austin, Nevada. They are now moving some of their equipment in. They have a number of Cats and Scrapers on their Airport job at the Reno Air Base. Isbell was low bidder on the 1946 paving program in Reno at a bid of \$187,353.10. It is a nice job. Isbell is also repairing and oiling some of the streets in McGill, Nevada, for Kennecott Copper Co. There has been a few changes on Isbell's Stripping job at Kimberly, Nevada. Brother M. H. Crump, who did a very good job as Steward, has resigned. Brother Ed Clifford was elected Steward at a meeting held in Ely, Nevada, on July 21st at the Hotel Nevada. And judging from his reports he will make a very good Steward. More power to you, Ed, as all the brothers are with you.

Bishop Construction Company's job out of Susanville, California, is going along swell, with a real efficient Steward, known to the boys as Steward James Orville Bryson. Steward Bryson and the superintendent, Cy Ribici, get along as if they were old buddies (sometimes). Brother W. E. Monk is the Head Spreader Man on the job.

Powers & DeLagrange Construction Co. was low bidder on a sewer main on West First Street between Raff Way and Chestnut Street in Reno. The bid was \$3048.00. They have a number of jobs going around Reno.

Earl Games has one rig working for Con Collar Gold and Silver Mining Co. at Gold Hill, Nevada. The Con Collar Gold and Silver Mining Co.'s Northwest shovel is down for the lack of parts. But they expect to have it running in the near future.

George Miller Construction Co. has quite a lot of work around Reno, also some work up around Donner Lake.

Barney Stoutenburg has one rig working up at Donner Lake, and one near Minden, Nevada. He has one Cat and one Blade on Hunt and Frandsen's job at Elko, Nev.

The brothers around Reno want to try and continue the monthly

Business representative reports on developments for North Bay territory

By H. O. FOSS

Business Representative

San Rafael—Brother Cario of the firm of Cario and Muren from Pleasanton had quite a job with their truck shovel between Jenner By the Sea and Walahala, cleaning up slides and doing a little widening for the State. Perhaps will be there a couple more months. Brother Cario advising that they expect to take delivery of the new rig in the very near future.

The firm of A. J. McCosker have a rig in the same vicinity doing the same type of work. Brother M. O. Collins, operating.

Between Anker Bay and Pt. Arena, Piombo Brothers are getting strung out pretty well out on the slick rock slide realignment and bridge projects, under charge of Superintendent Dow, Brother W. A. Pierce as foreman.

Guerin Brothers, at the present time, are making very good progress on their realignment and bridge over Alder and Owl Creek above Manchester.

Hoover in Tiburon

Brother Chas. Hoover is in the Tiburon Area with two eightys doing some extensive dragline work for the Yacht Harbor Housing Project. Hoover says he will probably be here a couple more months. He is really piling up the mud and working on mats at all times.

Of interest to some of the old-timers, I ran across Red Tohey up the Coast on a Shovel for the State. Looks like Red will be with the State for the rest of his life.

The Kiss-Crane Co. have taken a sub from Biasotti and on Upper Rodmond Narrows and Lake County putting in a Bridge; Brother Lue Ballinger, the operator.

Biasotti is getting along very well at his job at Redmond Narrows with Mr. Wilton as superintendent and Brother Edwards as foreman. I am advised by the time this is off at the press, they will be taking out some of their equipment heading for their job over in the Livermore District.

Work on Aggregates

A. J. McCosker has a crushing and screening plant set up five miles above Upper Lake getting out some of the aggregates for the Biasotti job. Brother Paul Ryder is in charge of the plant.

Ex-Brother Ellis Demick with headquarters at Kelseyville has a rig double-shifted at Nice and is expecting delivery of another rig in the near future.

I understand Soda & Son are the low bidder at the big bridge at Kelseyville but have not started with construction at this time.

Brothers Hastings and Ashman are in the Lakeport Area doing a little cast work on various projects.

News on Rector Dam

Ball & Parker on the Rector Dam have a pretty heavy turnover of operators owing to construction methods but seem to be about on schedule. This job has worked two shifts for the past three or four months; should be finishing or winding up about November 1st.

Contractor Harold Smith, St. Helena Way, seems to be continually pinching off something and keeping a few of our boys busy.

Brother McGee has obtained a few cats and has gone into contracting business above Vallejo. Busy on building some pretty good earthfilled dams for the farmers in that vicinity. May we wish him luck?

I understand that Brother Ernie Wehl is terminating in the near future for Eddie Ford and is accepting employment with Fred Jensen, one of our popular con-

meetings on the fourth Thursday of each month. The date for this month's meeting is Thursday, August 22, 1946. Meet at the Union Office at 8 p.m.

tractors in the San Rafael Area, as superintendent.

Brother Paul Matus has picked up a few pieces of equipment and we find him doing very well around the Napa Area doing driveways or anything else he may hand out to him. Paul is a good rustler and with his past experiences, we feel he will be doing all right.

Progress on Highway

C. M. Syar of Vallejo is making very good progress on the highway job, Willits vicinity, and has the hot plant in operation east of Willits and figuring on completing on schedule. Brother Bill Madsen serving as superintendent. Brother Herman Cecil in charge of Syar's venture at Hopland, stockpiling aggregates for the State. Syar installing a screening and crushing plant at this point, in charge by Brother Nicholas.

The Mission Quarries outfit from down the Peninsula have been over in the North Bay Area for quite some time making fills for various people. The present time working on a fill for the Marin Equipment Company near Greenbrae. The said Marin Equipment Company is intending to handle equipment and in conjunction with Mission Quarries doing a general contracting business. Brother C. F. McGoun in charge of the Mission Quarries.

Brown-Ely have a paving job on the highway from Alto, south, working quite a crew of No. 3 boys. All the local contractors in this area seem to be very busy.

The Raish and Harms Highway 101 project is drawing to a close as far as the Harms grading venture is concerned. The Harms spread being under Superintendent Sheldon and Foreman Kingwell, Henry and Hoover. This has been the smoothest running contract as far as Local 3 is concerned that has ever been in this district, owing, I presume, to efficient management and top-hand operators.

★ ★ ★

Pome of Pashun

Before I married Maggie dear,
I was her pumpkin pie,
Her precious peach, her honey
lamb,
The apple of her eye.
But after years of married life,
This thought I pause to utter:
Those fancy names are gone, and
now
I'm just her bread and butter!

★ ★ ★

From Hunger

NED—That's a funny name for a girl. Passion?
TED—I've called her that ever since I took her out for supper once. You should have seen what passionate.

★ ★ ★

Daffy Taffy

Taffy was a senator
A man beyond belief
Taffy killed the OPA
And raised the price of beef.

★ ★ ★

PERILOUS LOITERING

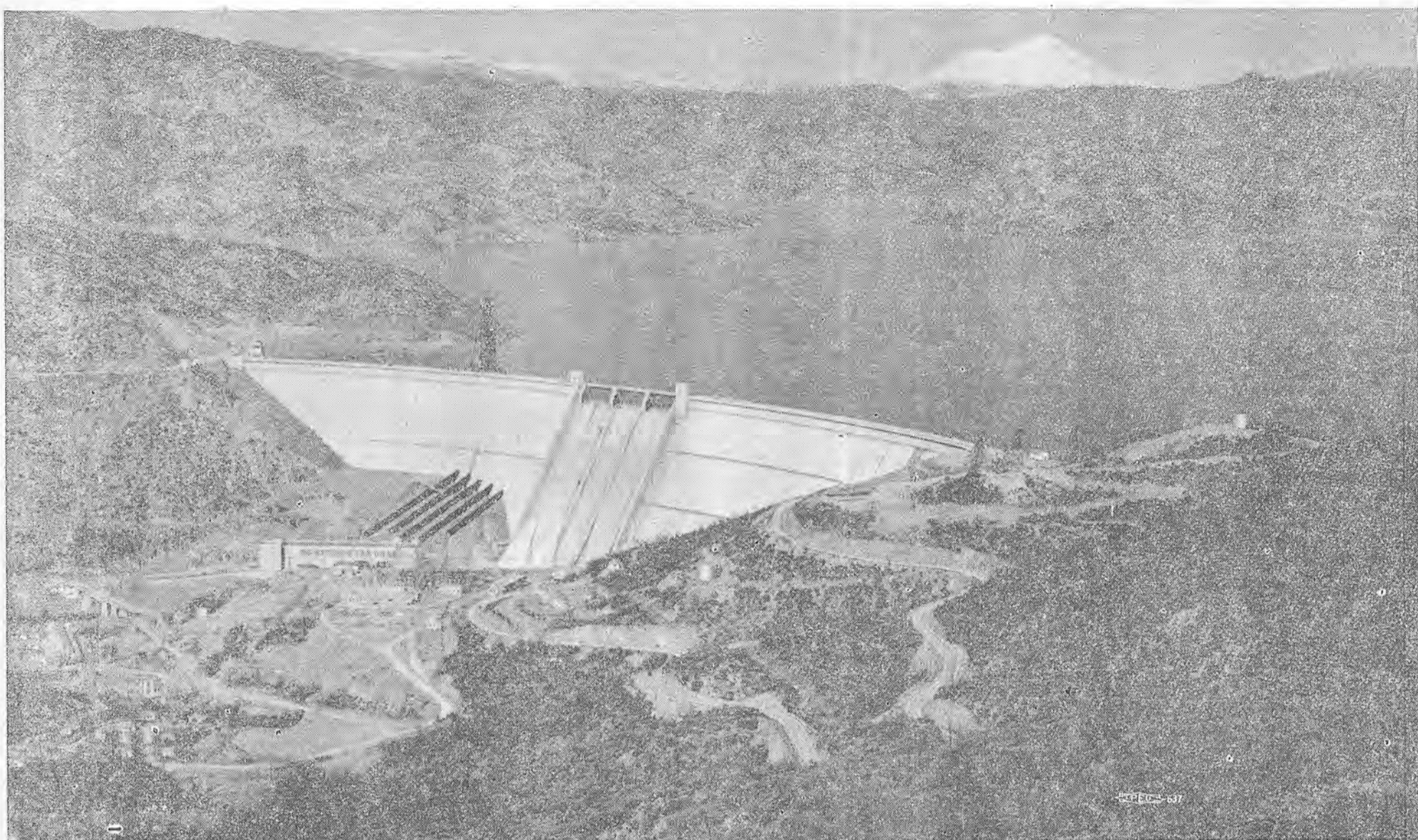
They were driving along a lonely highway.
HE: "But, darling, don't you trust me?"
SHE: "I'd go to the end of the earth with you. But I absolutely refuse to park on the way."

★ ★ ★

FAIR EXCHANGE

MABEL: "Where'd you get the milk, dearie?"
MAUD: "Oh, I just hocked my halo."

VISION OF CENTRAL VALLEY NOW REALITY AS HUGE DAMS GO UP TO DELIVER WATER, POWER TO PEOPLE



Above is a splendid panoramic view of the great Shasta Dam project on the upper Sacramento river, with beautiful, snow-capped Mt. Shasta in the background. This, the world's second largest concrete dam, is of the gravity type and rises above the foundation some 600 feet. It is two-thirds of a mile long at the top. The hydro-electric outlet below the dam is shown. Ultimate electric power capacity of this dam is set at 375,000 kw., with output, including

Keswick, estimated at 1½ billion kilowatt-hours annually. This great dam will store more than a year's runoff of water from a drainage area of 6,800 square miles. It was built as a multiple-purpose irrigation, flood control, navigation aid, salinity control and power undertaking. The dam backs up the waters of three rivers—the Sacramento, Pit and McCloud—up into their canyons for about 35 miles.



Above is shown the Keswick Dam, "sister project" of the Shasta structure, and located only a comparatively short distance down the Sacramento from Shasta. Keswick forms an afterbay for Shasta to re-regulate river flow. Height is 148 feet. This dam has been fully complete for some time. Its re-regulation of river flow permits more latitude in the use of water power generation at

the Shasta plant. Passage of water at Keswick, other than over the spillway, is through the power penstocks only, and the Sacramento is regulated to a flow sufficient to control salinity in the lower delta region of the river, and to move the point of dependable navigation many miles above the city of Sacramento.

What's doing in the Oakland office

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

Oakland—At the present time there are about 204 men registered on our 'Out of Work' list. While work is picking up some it still seems rather slow when compared with the number of men at work during the summer months of the last few years. Most of the jobs now in operation are of short duration and are widely scattered. We have been busy putting the new wage scales into effect and are glad to be able to report that most of the contractors are paying them on both old and new jobs.

New Steel Plant

The Columbia Steel Company announced recently that engineering headquarters for construction of their new plant are being established in Oakland.

The plant, which will be erected on a 24½-acre site at a cost of \$25,000,000, will house a huge cold-reduction sheet and tin plate mill and will be the most diversified steel factory in the world. 500,000 tons of tin plate and steel sheet will be turned out per year. Preliminary operations on the site include dredging of New York Slough, on which the plant will be located and the building of docks to accommodate sea-going cargo vessels. Several miles of rails are also being installed to improve rail shipping facilities.

J. H. Pomeroy and Company of San Francisco have a \$6,000,000 contract for the paving, grading, laying of concrete foundations, pipe laying, track laying and construction of a 600-foot dock. This company also got a \$500,000 contract for construction of administration, industrial relations and hospital buildings. The American Bridge Company, also of San Francisco, has a \$3,000,000 contract for fabrication of steel structures.

Shipyard Situation

Several meetings were held during the past month with officials of the Maritime Commission concerning the recent return of Richmond Shipyards 1, 2 and 4 to Maritime. Of major concern to us was the fact that all employees will be on Civil Service payroll. It has necessitated considerable juggling to maintain wage scales and some semblance of the working conditions that were enjoyed by our members during the 4 years the yards were being operated by Henry J. Kaiser. Some of the scales and conditions are not as good as those prior to the turnback, but we feel that we have done a fair job in maintaining conditions as they are at the present time.

In looking back over the war records of these yards we find that they produced 712 ships, including 30 British cargo vessels, 489 Liberties, 120 Victories, 25 Attack Transports, 15 LST, 12 Navy gun boats and 24 coastal cargo vessels. Since the war, however, operations have diminished steadily with recent work consisting entirely of placing them in lay-up condition.

During the time these yards were under Kaiser's supervision at times there were close to 1950 members of Locals 3, 3a and 3b on the company payrolls. We point with pride to the fact that not once during this time was there a serious stoppage of work experienced by members of the Operating Engineers Union, engaged on this project.

Graham Expansion

The owners of the Graham Ship Repair Yards announced recently that negotiations were being completed for the purchase of 52 acres

of property formerly occupied by the West Yard of the Moore Drydock Company.

To be known as the Graham Industries, Inc., five separate enterprises will be established on the property and in addition the huge machine shop will be used for the conversion and modification of aircraft engines.

Present facilities of the Graham Ship Repair Yards, located at the foot of Washington Street, are being abandoned.

Engaged in ship building during the war this company employed an average of 2000 persons and was one yard which did not experience a shutdown during the strike of the machinists last winter. This, no doubt, was due to the fact that the company had a closed shop agreement with the A.F. of L. Machinists in Alameda County, and the fact that the company officials agreed to pay any increase in wages decided upon by the unions and the rest of the employers.

The Graham Industries have purchased the Doan Low Bed Truck Company of San Francisco and will manufacture the Graham-Doan Low Bed Truck in the new plant. Other industries planned are the Graham Development Company, which will manufacture pre-cut houses for veterans; the G-D Commercial Refrigeration Company and the Graham Durable Furniture, Inc., which will produce light-weight furniture.

According to R. M. Haynie, assistant to the president, the housing program is expected to reach production of 100 homes within 90 days. They will be pre-cut and assembled on the site and will sell for \$7500. The company has already contracted to erect 5000 homes on a 260-acre Southern California site.

Tribute to Roberts

After the recent visit of General President William E. Maloney and Secretary-Treasurer F. A. Fitzgerald, it was our understanding that the various stationary locals took a leaf from the book of Local 3 and amalgamated their several small groups into Local 39. Even though the members of our organization have not been closely associated with the stationary groups in this area, we know that they are a very intricate part of the International Union of Operating Engineers.

During this process of amalgamation we were given the opportunity of renting office space in our building on Webster Street to Local 39 to serve their members in the East Bay Area. It was our privilege at this time to become more closely associated with Brother Tom Roberts, a man we have known and respected for several years, but one with whom we hadn't, until this time, come in close contact. In becoming better acquainted with him we found he has led a very interesting and colorful life, some of the history of which we will try to pass on to you.

Born December 15, 1863, he will be 83 his next birthday, a ripe old age for any man to attain, especially one who has been as continuously active as Brother Roberts. At the age of 13 he went to work for the American District Telephone Company as a messenger boy in their Oakland office. He stayed with this job for five years and in 1881 went to work as a wiper for the Southern Pacific Railroad. While employed in this capacity, he had his first venture in the labor movement. He joined the Brotherhood of Locomotive Firemen, in which union he was soon elected secretary. Incidentally,

he is still carrying an active card in this organization. During his employment with Southern Pacific, Tom experienced his first strike. We cannot say it was altogether successful; but there can be no doubt that many of the privileges enjoyed by the working man in this community today can be traced to the efforts and sacrifices in their behalf by these pioneers of the labor movement.

After this venture he worked on several short jobs and at the age of 35 joined the Oakland Fire Department and was associated with Company No. 2 for many years. On this job he was on 24 hours duty 28 days per month. His ability for organization once again came to the fore and he was prominent in the establishment of the first firefighters union in the United States, and he later became the first president of the International Association of Firefighters.

In 1901 he took an active part in organizing Local 67, the first engineers union in Alameda County. At his first convention of the international in 1906, he was elected to the position of 5th vice-president. In each successive election he was advanced until he held the office of second vice-president, at which time he resigned.

In 1912 the Stationary Engineers formed Local 507. At this time, after 21 years of service with the fire department, he was retired on a pension and became business representative of 507—a position he has filled very ably ever since.

He has always fought for the rights of the working man as his record will attest. He is vitally interested in civic affairs and as a member of the Park Board has done a great deal to promote the development of better parks in the East Bay.

We feel it is an honor to be associated with a man of his caliber and to know that at this ripe old age he is still ready and willing to lend a helping hand, and we feel that his efforts will go far in making Local 39 a successful organization.

Al Clem Honored

At the regular meeting of the Alameda County Building Trades Council, held on July 30th, Brother Al Clem was elected president for a three-year term.

Telephone Building

Contract for construction of the telephone company's huge new toll equipment center in Oakland was awarded recently to the Dinwiddie Construction Company. The structure will be 13 stories in height and cost \$7,000,000 for land, building and equipment, according to George A. Getchell, division manager for the company.

The new toll center, which will contain switchboards and vital equipment for long distance and overseas telephony, will make Oakland one of the eight regional toll centers of the country. Most of the building will be used for equipment but some of the floors will be devoted to office space, a cafeteria and lounge rooms for the operators.

The S. A. Jones Hot Plant at Niles is in full operation at the present time. Not a member of the A.G.C. this company signed a new agreement and has been paying the new scale since August 5th.

Hermiston and Rosendahl still have five members employed on their job at Standard Oil in Richmond.

In talking to the boys working for the C. Dudley De Velbiss Com-

pany, we find them all very well satisfied. This company started paying the new scale as soon as it became effective, although their old agreement didn't expire until the fifth of September. This gesture has been very much appreciated by all the engineers in their employ.

Stolte Job Ending

The M & K-Stolte job at Fairfield is fast drawing to a close. There are a few engineers and mechanics on the job but the work is nearly completed with the exception of a few finishing touches on the runways and streets. It has been rumored that construction will start on the hospital in the near future. However, up to the present time, there has been no actual work on that portion of the project.

Quarry Difficulty

During the past month the Laborers encountered some difficulty at Blake Brothers Quarry, which led to a shutdown in the plant and a considerable loss of time for all employes. We feel, however, that in the long run everyone involved will be more or less benefited by this action. Shortly after this occurrence the Rock, Sand and Gravel industry signed an agreement with all crafts which grants a substantial increase in wages, and we are confident that the groundwork has been laid for a better understanding between the employers and the men.

Harms Brothers of Sacramento have started work on their job at Willow Pass. At the present time there is one cat and one post hole digger in operation with Brothers Hubert Jessee and Albert Amayant operating. More equipment will be moved in shortly and several engineers will be coming from various other Harms Brothers operations which have been in progress within the jurisdiction of Local 3. We anticipate no difficulty with this company as they have done considerable work in this area and our relations have always been the best.

The Guy Atkinson road job at Concord is coming right along with about two months to go. There are nine engineers still employed in the quarry and on finish work.

Brother Ted Irving is foreman on the N. M. Ball job at Pleasanton, where they are moving aggregates and overburden on the P.C.A. property in preparation for the building of a new plant. There is one shift in operation at the present time with approximately 12 engineers on the payroll.

Rigs Signed Up

In conjunction with Brother Frank Lawrence of the Sacramento office, during the past month we were successful in signing up the men in the employ of Harvey Russell of Walnut Grove. A portion of these fellows are working in Solano County where Russell is engaged in extensive land leveling work. There are six rigs working on this job where two shifts are in operation. Brother Glen Decker is foreman on the night shift and Brother Fred Selze is in charge of the day shift, having relieved Brother Pete Atkin, who has been promoted to superintendent. Brother Graff is in charge of all mechanical work for this firm.

Duncanson-Harrelson and Stolte recently started work on the first portion of the freeway job on the estuary. Duncanson-Harrelson have

moved a pile driver in on the job and Brother Walker, operator, is engaged in driving 3000 wooden piles. There is one truck crane on the job with Brother Ralph Laymon operating and Brother G. A. Blair oiling.

R. C. King of Berkeley has two machines in operating loading top soil for various small housing projects in the area.

During the past month an agreement was signed with the Western Forge and Tool Company covering the firemen in the plant.

The Close Building Material job at Sunset Village, near Lafayette, will keep a few of the brothers busy for the remainder of the summer. Brother Dor, Ford is operating the blade and Brother Harry Obrien is foreman. The company expects to move a few more pieces of equipment in on the job in the near future.

The N. P. Valkenberg Company has about three months more work on their job in Pittsburg, where they are employing 4 engineers at the present time.

Pacific Pipeline Construction Company has four engineers engaged in removing old pipelines at Port Costa.

Fredrickson and Watson have approximately one month's work crushing rock for the Navy at their Willow Pass quarry. Brother Joe Britt is operating shovel and Brother Virgil Humphrey is running the crusher.

Alameda Paving Job

Brother Irvin Huston is foreman for the East Bay Construction Company who has the major contract for the \$127,278 paving job on Encinal Avenue in Alameda. Extensive preparations were made preceding the actual paving on this street. A new 12-inch water main was laid, new gas lines were laid on both sides of the street, new sewers were put in and laterals for all utilities were extended to property lines, including vacant lots. New telephone and electrical conduits also were laid in advance. City Engineer Carl Froerer expects the pavement to establish something of a record for the time it remains intact and declared, "It's going to take an extreme emergency to get that surface cut."

The Lee Immel Company, who has the contract for improving shoulders on highways in the Brentwood-Antioch area is winding up the work on that project at the present time.

(Continued on Page 8)

New National Union

WASHINGTON.—AFL announces issuing a charter to the Nat. Federation of Postal Supervisors with 12,000 members. John A. McMahon of Boston is president. Decision to affiliate with AFL was made at national convention in Chicago recently. This is the 105th national or international union granted an AFL charter.

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HANDY SUBSTITUTE

Fellow prisoner in an Italian camp, Mr. W. Meyer, a Johannesburg lawyer, acted as legal adviser (unpaid) to Australians. Now back home, he tells this story:

"One of my soldier clients sought my advice when he received this letter from his girl:

"Dear Jim—It seems as though you will never return. Frankly, I got tired of waiting, and last Saturday I married your father. Love—Mum'."

Highway jobs now going briskly in San Joaquin County; begin canal job

By ED DORAN

Business Representative

Stockton—Frederickson & Watson have started their nine miles of highway between Stockton and Lodi.

Tiechert & Sons are about to start the highway job between Salida and Ripon. They have finished the sewer disposal plant west of Stockton and are about to wind up the street work on the Caldwell Village addition and the Marley Co. job east of Stockton. Tiechert also has numerous small jobs around Stockton.

Al Biasotti is still moving houses off the rights-of-way for the hiway between Manteca and Salida. They are also working at the Lathrop Holding and Reconsignment Point. Biasotti has about completed the excavation for the new telephone building in Stockton. This company also has many jobs under way around Stockton.

The McCaw Co. manage to keep our members busy the year round doing their work—mostly within five miles of Stockton.

R. E. McCarty has slowed down a bit but expects to get going right away on several jobs that have been held up for one reason or another.

Bechtel at Tracy

Bechtel, McCone Co. has started another job out of Tracy. This job is repairing and maintaining the gas line that was converted to oil during the war and is now being made ready for gas again.

Stockton Construction Co. are going right along with the bridge job between Mossdale and Tracy.

Barton & Anderson are driving concrete piling for the Stockton Construction Co. on these same bridges.

M.J.B. Construction Co. have completed the grading work on the hiway at Mossdale and are now placing concrete.

J. Henry Harris has started on the bridge job at Angels Camp and has one shovel and two cats excavating.

Bearman & Jones of Sonora have been doing a little work around Sonora, adding a road oil plant to their present operations.

Claude Woods Co. are going along as well as can be expected and they are also doing a lot of small work around Lodi.

George Patterson has a land leveling job that will last about sixty days and then expects to go on the Delta-Mendota Canal.

To Start Canal Job

M. J. Ruddy is busy on the re-surfacing job both sides of Tracy on Hiway 50 and expects to get started on the Delta-Mendota Canal by the middle of August.

The Maurer Co. of Eureka have set up their offices in Westly and are now building a bunkhouse. Maurer has the sub-contract to build all bridges and siphons on the Delta-Mendota Canal.

Hubert Everest Sr., who is the prime contractor on the Delta-Mendota Canal is moving equipment on the job and expects to get going this month. This job has 4,000,000 yards of muck to be moved.

Standard Materials Co. of Modesto keep busy with jobs in Stanislaus County and around Modesto.

New Contractor

A new contractor has started in business in Modesto. They operate under the name of Munn & Perkins. This outfit has five engineers on the payroll already and it looks like it will be a good contracting company. They have a new hot plant and all the equipment a contractor needs to do any kind of job. I might add, all the equipment is new and both Munn & Perkins are ex-G.I.'s. Let's wish these fellows a lot of good luck and prosperity.

All the shipyards around Stockton have one or more operators working at present.

It's still the same old story with the non-union land leveler.

Help Us Out, Boys!

You guys that hustle these birds for a job are just making it tough on yourselves because as long as they can get men to operate, they will back away from the union. Also, a reminder for the fellows that are working in the land leveling industry, **IF YOU ARE WORKING WITH MEMBERS OF OTHER LOCAL UNIONS THAT HAVE NOT TRANSFERRED INTO LOCAL 3, GET IN TOUCH WITH YOUR BUSINESS AGENT AND THOSE GENTLEMEN WILL BE TAKEN CARE OF.** Any information that you may give will be strictly confidential. Remember, your business agents are not the union, you are. So, if you can help us, we can certainly help you.

Here's a thought for you to remember. Hardly a day goes by that some land leveling contractor is not being signed to a contract by the Engineers' Union.

At a later date the list of agreements with the land levelers will probably be published in the Engineers News.

This is not much of a report but I forgot about the damn thing until just a few minutes ago, my apologies and save your money! It's going to be a tough winter.

Situation picks up rapidly for Redding region

By E. A. HESTER

Business Representative

Redding—The highway situation in this district is looking better. Bids will be opened August 21, 1946, on the first unit of what promises to be a large highway job, between Redding and Eureka. The job on which bids will be opened on the 21st is situated between Shasta and Tower House Highway 299, a distance of about five miles. Something in the neighborhood of 600,000 yards of rock and earth to be moved.

Harms Brothers of Sacramento was recently awarded good sized federal road job near Hayfork, Trinity County. Other jobs similar to this one will be let very soon in that vicinity. Montee Brown of Redding is now moving his equipment in on this job. It seems he is going to take care of the excavating end of it.

Utah Co. in Oregon

The Utah Construction Company, on their job at Merrill, Oregon, has set up a camp. The Brothers at least have a place to flop. They are bringing in more equipment and increasing their force daily.

Rudy and Son have finished their job at Nubieber. Also A. A. Tieslau and Son will wind up their job at Seaman's Gulch in about two weeks. They will then move to Carson City, Nevada, where they have about \$250,000 road job to do.

Everything seems to be progressing very nicely on the Phoenix Construction Company job near Red Bluff. They have started on the Ball Ferry job between Anderson and Cottonwood.

Proctor Dragline Rental Company of Berkeley have moved their pile driver and other equipment back to the bridge job between Red Bluff and Los Molinas. Archie Draper of Red Bluff is subbing part of this work. His men have joined the union and he has agreed to it all.

Material Jobs Let

Several big material jobs have been let recently for Keswick and Shasta Dam and others been called for. No activity out there yet except some work the Bureau of Reclamation is doing themselves.

Clements and Company expect to wind up their job at Yreka the latter part of September.

George Stacy expects to get the delivery on two more draglines for his Tule Lake Draining Project.

Curley Duncan recently came up from Davis Dam and has gone to work for George.

The following Brothers have deposited their service withdrawal cards and are at it again: Robert P. Joy, Marion G. Cantrell, Walter M. Proebstel and Ray Mansfield.

Representative Reports on jobs in Marysville; issue challenge to Local 3 team

By W. C. WAACK

Business Representative

Marysville—The Hammonton "Gold Diggers," a slashing ball club of Yuba Consolidated Dredgemen, dropped its championship-deciding game to the Nicolaus nine last week by a score of 10 to 3. In spite of the rooters section of the Hammonton group, they redeemed themselves by dishing out to the Camp Beale team, in their first night game, a real thrashing. Brothers Dillman and O'Brien are a combination that any team will have to hustle to beat. Jim Beth, manager and Harley Phillips, Secretary, are anxious to get Local 3's team on a visit to Marysville. How about it, you guys from the Bay—either day or night. We'll even wait till the weather cools a bit to give you fellows a break.

Dredge No. 19 is under repairs and overhaul. A jig is being added to facilitate separation of the aggregate. It will be some time before this rig starts digging again.

"One Shot" Johnny McFarland took out after the bucks on the west side immediately after the opening day, whiskers and all. We're all set, John, for that venison stew.

Clarence Baker at Chico is running 13 cats on a land leveling job at Vina. Baker's shop has less scrap and junk in it than most construction equipment yards. This is due mainly to Brother H. "Swede" Larsen's ability to weld it up and "keep 'em moving." "Swede" has taken a fatherly interest in the 30-yard scraper he has christened "Queen Mary." She's quite a gal.

Get Road Contract

Frederickson and Watson were low bidder on 14 miles of mountain road from Almanor to Westwood. The stretch from Greenville to Almanor should be finished by September 15th. A lot of clearing on the right-of-way will start immediately and the new job will go in high gear till the snow comes.

Earl Parker is running 10 cats leveling land in Sutter and Yuba counties. It looks as though all of Parker's cats are booked far ahead on this type of work. Brother Dan Lindsay, after many years in the saddle of this type of equipment, has climbed off and is now foreman. You earned it, Dan. Lots of luck. Brother Jim Hall, in the shop, came in with his buck on the opening day. And he got it on the coast. Place—"Swanson's Range," wherever that is. I didn't ask for any more information, but I don't think it has any relationship to the Manager of Local 3.

Mysterious Mystery!

The mystery of the "Snake Bite Kits," which are a part of Cliff Anderson's supplies on the trips that take him into the hills on official business, is still the mystery. According to Parker, no one has yet been bitten, or even frightened, and yet invoices for these "kits" still come in. Now, Cliff!

Frank Ahlgren has the Tiechert job at Crescent Mills well in hand. At this writing the hot stuff is being laid. Brothers L. C. Swenor and Dave Otis were on the patrols, and Bill Weeks and Frank Gilbert on the rollers. And if you should happen in to the Pioneer Club at Greenville, ask for Brother Verne Dresser who likes it so well that he thinks he'll stay for the winter.

Brother George Morgan, crane operator for Pomeroy on the Marysville-Yuba City Bridge job, visited his family in the Bay Area and passed away at his home on the 3rd of August. George was one of Pomeroy's old hands and his passing was a shock to all. He will be missed.

Tractor Shop Vote

I was in hopes that we would be able to report on Zumwalt's tractor shop in this issue. Brother George Hayward has come into the district to lend a hand in getting these shops under way. Conciliation Service was requested after a strike vote of this plant was taken. The Office of Conciliation informs us, however, that it has been unable to get the principals of this plant together to avoid, if possible, a shutdown.

Lester Rice has provided a job that was not difficult to check. As a matter of fact, it is in the street in front of the Marysville office and is the scene of great activity. With rooters, dozers and cobras, 30 inches of pavement are being ripped out and removed for the arterial approach for the new bridge. The Chico job is about finished.

Mattoon Cat Job

Brother Sam Mattoon with McDonald, has a cat job north of town. This is a railroad job and, although 4 rigs are now in operation, it may mean possible extensions. The Western Pacific trestle is being eliminated by building and raising the roadbed to track level.

Lord and Bishop put in the bridge over "Nigger Jack" Slough in a hurry. This was a steel structure that collapsed on 99 E just north of Marysville. Parker furnished the driver and crane.

Archie Till (Valley Construction) probably had too much Shrine convention. On his return from San Francisco after a week he had to have his tonsils removed. Nothing like clearing out those obstructions, Archie. Valley Construction has taken on a large job at Hammonton—new roads through the rock piles, etc. Brother "Red" King has his rigs on this job and there are several shovels. The union buttons of this contractor's crew have plenty of company at Hammonton.

"Shall we make honesty illegal?" shouts a Congressman. Well, that's one way of making it attractive.—OMAHA WORLD-HERALD.

Round-up of the news from Utah

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

Salt Lake—The most important thing this month in Utah was the signing of the agreement between the Associated General Contractors and the Operating Engineers. The Association signed for all their members. Brothers, this means that wherever the A.G.C. emblem is displayed that it is a closed shop job for the Operating Engineers.

The next important happening was the signing of the Utah Sand and Gravel Corporation for their Utah plants and the Evanston,

Wyoming plants. The agreement with this company was negotiated by a committee representing the entire Rock, Sand & Gravel industry, in the state of Utah. This agreement will have to be signed by the individual producers, so far, to date, the only other signer has been Clarence Waterfall in Ogden.

Wage Scale Problems

We have had some confusion over the new wage scale. This was caused by the resurrection of the OPA, however, our scale has been formally approved by the Wage Adjustment Board and put into effect by the contractors as of July 26, 1946. There are several govern-

ment jobs which will take some time to get straightened out, otherwise there will only be a few minor adjustments with individual companies before it becomes state wide.

The Engineers agreement with the Utah Copper Company has not been completed. Three major issues are: "Base rates of pay, holidays and beginning and ending of days." Our members are insisting that we strike the job, however, the local officers intend to negotiate further before taking action.

We have a great many different jobs running at the present time. They are more or less ragged owing to the amount of time we

have spent in negotiations, and these negotiations are largely behind us now and we will commence to get the jobs straightened up, however, we are very badly handicapped by the lack of skilled men to fill the various jobs. We will attempt to break in men with the help of the contractor whenever possible, however, this is not satisfactory with either the union or the employers.

Searching for Men

Brother Van Winkle has been in Southern Utah for the past week attempting to secure men for the contractors in the southern part of the state. In the northern end of the state we are experiencing the

same difficulty, however, we do have all the jobs manned after a fashion.

Brother W. A. Grey, business representative for Local 428 in Phoenix, Arizona, spent two days with us during the month. Brother Grey was returning to Phoenix after spending his vacation on the coast. We were very happy to have Brother Grey drop in on us and look forward to returning his visit as soon as time will permit.

This news letter this month is short, but owing to the pressure of more important business this is all that time will permit. So until this time next month, we will bid you goodby.

Daily report of awards for construction jobs

(Compiled by P. E. Vandewark)
July 11, 1946

SAN FRANCISCO, Calif., contract awarded to Gallagher & Burk, \$4190, for 0.2 miles repair access road with plantmix surface & shoulders const. between Maitland Drive & Earhart Road, Oakland Airport, Alameda County.

WASHINGTON, D.C., contract awarded to Pacific Bridge Company, Maxson Construction Company, Dayton, Ohio, & Brown & Root, Houston, Texas, for construction of utilities, flight preparations and related community facilities for proposed housing on Guam and Wake Island.

SAN FRANCISCO, Calif., contract awarded to S. J. Amoroso Const. Company, \$3343, for dismantling air raid shelter at Central Fire Alarm Station, San Francisco.

July 12, 1946

RENO, Nevada, contract awarded to Isbell Const. Company, \$265,000 for extension to north end of runway & east end of runway at Reno Airport, Nevada.

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$1435, for A.C. surfacing of 39th Ave. from Vicente to Wawona Streets, S.F.

July 15, 1946

CARSON CITY, Nevada, contract awarded to Strong Company, \$590,125, for 9.084 miles grades surfacing from 0.30 miles east of Dunphy to approximately 10 miles east of Dunhy in Eureka County, Nevada.

CARSON CITY, Nevada, contract awarded to Silver State Const. Co., \$87,042, for 5.151 miles roadmix surfacing, from junction with U.S. 40 near Perth to lower Valley District in Pershing County, Nevada.

SAN CARLOS, Calif., contract awarded to L. C. Smith, \$16,092, for surfacing, etc., Laurel Ave., San Carlos.

SAN FRANCISCO, Calif., contract awarded to Parker, Steffens & Pearce for the construction of a 4-story & basement, steel and concrete telephone office building on the S.E. corner of 25th & Capp Streets, San Francisco, California. Estimated cost \$3,500,000.

SACRAMENTO, Calif., contract awarded to Lord & Bishop, \$11,900, for repairing Simmerly Bridge on State Route 87, north of Marysville, California.

PORT CHICAGO, Calif., contract awarded to M & K Corp., \$104,766, for conversion of 100 family units to 36 family units & 136 dormitories, Port Chicago.

SACRAMENTO, Calif., contract awarded to M & K Corp., \$57,792, for 48 family units at Sacramento.

CARSON CITY, Nevada, contract awarded to W. W. Clyde & Co., \$217,740, for 5.682 miles grade, surfacing, etc., from the east foot of Golconda Summit to a point near Stonehouse in Humboldt County, Nevada.

FRESNO, Calif., contract awarded to Kovick Bros. Const. Co., \$36,462, for construction of vitrified sewers in Sierra Vista Addition, Fresno, California.

FRESNO, Calif., contract awarded to Kovick Bros. Const. Co., \$5850, for construction of vitrified sewers in Hamilton Heights, Fresno, California.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, Inc., \$420,336, for 4.5 miles grade and concrete paving between Salida &

1 mile north of Ripon, Stanislaus & San Joaquin Counties.

July 17, 1946

PORT CHICAGO, Calif., contract awarded to Fredrickson & Watson Const. Co., \$196,200, for construction of fresh water supply lines, Naval Magazine, Port Chicago.

SACRAMENTO, California, contract awarded to A. Teichert & Son, Inc., \$152,668, for construction of levee, Yolo Bypass, from Causeway 3 miles south.

HAYWARD, Calif., contract awarded to Oakland Sewer Const. Co., \$30,373, for construction of vitrified sewer in southwest portion of Hayward, California.

SAN LEANDRO, Calif., contract awarded to J. Henry Harris, \$53,064, for grading and surfacing of playgrounds at the McKinley, Washington, Lincoln & Roosevelt Schools, San Leandro, Calif.

SAN FRANCISCO, Calif., contract awarded to Martin Murphy & R. M. McNair, \$31,865, for construction of Laguna Street Diversion sewer on North Point & Webster Streets from Laguna Street to Beach Street, S.F.

SACRAMENTO, Calif., contract awarded to Stolte, Inc., \$3183, for construction of core storage warehouse at Rio Vista, Calif.

STOCKTON, California, contract awarded to C. E. Kennedy, \$24,250, for construction of officers quarters, U.S.N.S.A., Stockton, Calif.

OAKLAND, Calif., contract awarded to E. J. Freethy, \$67,285, for construction of 3,000,000 prestressed concrete El Sobrante Reservoir, near Richmond, Contra Costa County, Calif.

SAN FRANCISCO, Calif., contract awarded to Wm. D. Willett, \$5607, for repairing of portions of bridge across Novato Creek, about 9 miles north of San Rafael, Marin County.

ARCATA, Calif., contract awarded to M & K Corp., \$43,498, for 30 family units & 60 dormitory units, Arcata, Calif.

PROVO, Utah, contract awarded to United Engineering Co. & O. J. Scherer, \$489,400, for 300 dormitory units & 200 family units, Brigham Young University, Provo, Utah.

July 19, 1946

SACRAMENTO, Calif., contract awarded to A. Soda & Son, \$201,714, for construction of steel bridge and approaches across Kelsey Creek at Kelseyville, California.

MARYSVILLE, Calif., contract awarded to M & K Corp., \$18,528, for converting 48 dormitories to 24 family units.

July 23, 1946

SAN JOSE, Calif., contract awarded to Lew Jones Const. Co., \$61,258, for construction of a reinforced concrete box culvert on McKee Road from White Road to Gordon Ave., Santa Clara County, Calif.

July 23, 1946

SACRAMENTO, Calif., contract awarded to Morgan Const. Company, \$38,815, for 21.4 miles seal coat, between 3 miles east of Paynes Creek & Morgan Summit in Tehama County, Calif.

OAKLAND, Calif., contract awarded to Duncanson-Harrelson, \$44,481, for construction moorings, San Leandro Bay, Oakland.

NAPA, Calif., contract awarded to Evans Const. Company, \$5003,

for construction of reinforced bridge over St. Helena Creek at the Livermore Ranch, Mt. St. Helena, Napa County.

REDWOOD CITY, Calif., contract awarded to Peter Sorensen, \$21,752, for 0.7 miles grading, surfacing, etc., County Road 28, Laguna Honda Road, about 3.8 miles southerly from Skyline Blvd., San Mateo County, California.

OAKLAND, Calif., contract awarded to Geo. A. Renner, cost plus 32% for furnishing pile driver crew for repairs to docks for fiscal year.

OAKLAND, Calif., contract awarded to A. D. Schader, cost plus 19.5% for reconditioning & repairing railroad tracks during fiscal year.

RICHMOND, Calif., contract awarded to Carl Overaa, \$38,813, for construction of addition to shop building at the Richmond Union High School.

EUREKA, Calif., contract awarded to Fred J. Maurer & Son, for extension to turbine room, Station B, Pacific Gas & Electric Company, Eureka, California.

July 24, 1946

VALLEJO, California, contract awarded to C. M. Syar, \$1727, for paving of Quincy Alley, Vallejo. Second contract \$2280 for paving of Everett Alley, Vallejo, Calif.

SPARKS, Nevada, contract awarded to G. E. Schilling Engineering & Const. Company, \$64,697, for construction of sewer line in Sparks, Nevada.

VISALIA, California, contract awarded to Wallace D. Harkins, \$65,000 for 26 family dwelling units at Visalia, Calif.

MERCED, California, contract awarded to Wallace D. Harkins, \$175,000 for 70 family dwelling units at Merced, Calif.

RIVERBANK, Calif., contract awarded to Wallace D. Harkins, \$60,000, for 24 family units at Riverbank, Calif.

LOGAN, Utah, contract awarded to M & K Corp., \$364,056, for 308 family dwelling units at Logan, Utah.

July 25, 1946

REDWOOD CITY, Calif., contract awarded to Peter Sorensen, \$93,000, for additions and alterations at Washington Elementary School, Woodside Road & Murray Court, Redwood City, Calif.

July 26, 1946

SAN FRANCISCO, Calif., contract awarded to Eaton & Smith, \$10,919, for paving of Pennsylvania Street from 20th Street, southerly, S.F.

SAN FRANCISCO, Calif., contract awarded to Chas. L. Harney, \$3408, for surfacing of portions of 41st Ave., between Vicente & Wawona Streets, S.F.

SACRAMENTO, Calif., contract awarded to Hayward Bldg. Materials, \$149,903, for 2.7 miles grade & plantmix surfacing on crusher run base on "A" Street & Redwood Road between San Lorenzo Creek Bridge & Proctor Road, Alameda County.

July 29, 1946

SAN FRANCISCO, Calif., contract awarded to W. C. Thompson, Inc., \$407,360 for 7.040 miles grading, etc., Mosquito Ridge, Tahoe National Forest, Placer County, Calif.

FRESNO Calif., contract awarded to Merritt Welding Contractors, \$19,335, for construction of sewers in various homesites, Fresno, Calif.

SACRAMENTO, Calif., contract awarded to Lawrence Const. Co., \$21,895, for construction of warehouse for Calif. National Guard, 12th & "W" Streets, Sacramento, Calif.

July 30, 1946

RENO, Nevada, contract awarded to Isbell Const. Company, \$183,602, for const. of water service, sewers, etc., in Reno.

VALLEJO, California, contract awarded to C. M. Syar, \$2236, for paving in Jeffrey Alley, from Monterey to Colusa Street, Vallejo.

VALLEJO, California, contract awarded to C. M. Syar, 2469, for surfacing on Caroline Street, Vallejo.

STOCKTON, Calif., contract awarded to M. A. Jenkins, \$8086, for repairs to bridge across Putah Creek, about 6 miles north of Dixon, Solano & Yolo Counties.

July 31, 1946

HAYWARD, Calif., contract awarded to Biltwell Const. Co., \$102,700 for 49 family units at Hayward, Calif.

BERKELEY, Calif., contract awarded to Oliver M. Rousseau, \$15,264, for 8 family units at Pacific School of Religion, Berkeley, Calif.

August 1, 1946

AVON, Calif., contract awarded to Bechtel Bros., McCone Company, for construction of oil distribution unit for the Associated Oil Company, Avon, Calif.

RENO, Nevada, contract awarded to John Powers, \$3048, for the excavation & backfill of sewer installation, Reno.

August 2, 1946

RICHMOND, Calif., contract awarded to J. R. Armstrong, \$3316, for construction of road from Arlington Ave. to Kensington School, Richmond.

STOCKTON, Calif., contract awarded to A. E. Downer, \$15,002, for construction of sanitary sewers, Avondale, North Stockton & Knights Addition subdivisions, Stockton.

SAN FRANCISCO, Calif., contract awarded to Westbrook & Pope, \$231,198, for 4.974 miles grading, etc., in Tulare & Fresno Counties.

SAN FRANCISCO, Calif., contract awarded to N. M. Ball Sons, \$190,381, for 6 miles grading, etc., in Trinity County, Calif.

FRESNO, Calif., contract awarded to Fisher & McNulty, \$650,000, for construction of 5-story office building at Van Ness Ave. & Amador Streets, Fresno.

August 5, 1946

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$9579, for paving of 7th Ave., in Conley & Verna Tracts, Sacramento.

SACRAMENTO, Calif., contract to McGillivray Const. Company, \$5992, for paving of Brighton Terrace, Sacramento.

SAN FRANCISCO, Calif., contract awarded to R. Flatland, \$3693, for channelization of 3rd & Berry Street, S.F.

August 7, 1946

CROCKETT, Calif., contract awarded to Excavators, \$21,835, for construction of an earth-filled dam & appurt. structures on Edward Creek on the district grounds, Crockett, Calif.

PROVO, Utah, contract awarded to N. F. Keyt, \$7210, for drilling water well at Los Guilucos School, near Sonoma, in Sonoma County, Calif.

SAN FRANCISCO, Calif., contract awarded to Barrett & Hilp for 169 family units, S.F.

REDWOOD CITY, Calif., contract awarded to Edw. Keeble, \$80,117, for grading, paving, curbs, etc., in Millwood subdivision, San Mateo County.

August 8, 1946

OAKLAND, Calif., contract awarded to American Pipe & Const. Company, \$62,586, for cleaning approx. 7300 1-foot thick steel pipe in 30-ft. lengths & lining & coating with cement mortar.

OAKLAND, Calif., contract awarded to Erickson, Phillips & Weisberg, \$117,351, for construction of Forestland Reservoir.

MILL VALLEY, Calif., contract awarded to Jon Careano, \$10,382, for construction R. C. box culvert, Miller Ave., at Reed Street, Mill Valley.

SACRAMENTO, Calif., contract awarded to Fredrickson & Watson Const. Company, \$367,267, for 9.9 miles grade & run base between Rte. 82 near Almanor & Plumas-Lassen County line, 2 miles west of Westwood, Plumas County.

Dixon, Calif., contract awarded to Robt. L. McCarthy, \$35,160, for 20 family units at Dixon, Calif.

SAN FRANCISCO, Calif., contract awarded to Biltwell Const. Co., \$213,556, for 101 family units at Site A, Columbia Park, Pittsburg, & Site B, Port Chicago.

SANTA ROSA, Calif., contract awarded to Robt. McCarthy, \$16,100, for 28 family units at Santa Rosa Jr. College, Santa Rosa.

HELPS OUT THAT WAY

There was an old rabbit that lived in Brier Creek. No one knew how old he really was. One day some rabbit reporters came to interview him.

"Mr. Rabbit, how old are you?" asked one bunny.

"Oh, I'm very old."

"Do you know why you have outlived your friends?" asked the other bunny reporter. "Do you do anything unusual?"

"Well, I always take a bath in beer. You might call that unusual."

"Goodness, please tell us why you always take a bath in beer," asked the first reporter.

"Well, it gives me a few more hops," replied the old rabbit.

AVERAGE LUCK

"Do you know what happens to the horses I follow?"

"No, what?"

"They follow the other horses!"

THE REAL PROBLEM

"What d'ya say, Jim, we get our wives together tonight and have a big time?"

"Okay, Joe; where'll we leave them?"

The main reason they never give a prospective groom a shower is that he will run into plenty of storms after the bride begins to reign.

MATTER OF OCCUPATION

"What's a Grecian urn, Danny?"

"I guess it depends on what he does."

Local 3 adopts plan for stepping up organization of gold dredge operations

By OTTO E. NEVER
Business Representative

The organizing of the Gold Dredgers has now reached a point where our union feels some changes should be made. The membership has passed the 500 mark and it is no longer possible for this writer to adjust grievances, negotiate contracts, and continue to organize the balance of the gold dredgers now operating. Brother Swanson, therefore, has decided that the business agents in each territory will be responsible for the gold dredgers in his jurisdiction.

In the future, the members of the Yuba Dredges, located around Marysville and Chico, will be looked after by Brother William Waack; the Capitol and Natomas Co. boats, near Folsom and Natomas, will be looked after by Brother Frank Lawrence of Sacramento. The boats near Ione, Clements and Snelling will be taken care of by Brother Ed Doran of Stockton. The boats now being organized in Trinity and Siskiyou Counties will be looked after by Brother Red Hester of Redding. This will apply to all future bucket line and doodlebug dredges that will be organized.

Grievance Setup

It has become quite apparent that with the increased cost of living and the fixed wage now being earned by the members of the gold dredging division that there will be a good deal of unsettled conditions and a great many grievances. Therefore, with the plan now being set up, the different localities can be administered with the least possible delay.

There has been several grievances taken care of lately of which you all have been advised. However, for your information, Brother Howard Good, formerly employed as oiler at Biggs No. 1 for Yuba, was discharged by the Dredge-master, John Falk. After making a thorough investigation, I was convinced the only reason for his discharge was his activities as steward. Brother Good has been rehired and is now working aboard Biggs No. 3 as oiler, and he was also paid for one week's loss of time.

Agreement on Pay

Yuba and Capitol Dredging Companies have both agreed that on boats where three oilers are employed on each shift, and where one oiler fails to report for work on a certain shift, his pay will be divided equally between the other two oilers for the shift he does not work.

It was my hope that we might secure a meeting date for the Na-

tomas members for the first part of the month of August. However, several matters have arisen and we wish to adjust them before calling a meeting. Should we be successful, I am sure you members will be agreeably surprised.

We had considerable trouble with the Carville Gold Company when the superintendent discharged six of our members for no good cause, and which we interpreted only as unfair labor practices. The dredge is now shut down at the time of the writing of this article and until such time as an amicable settlement is made, we intend to keep the boat inactive.

Gold Hill Progress

At the time of this writing, we have secured a majority of the employes of the three boats on the Gold Hill Dredging Co., located at Lower and Upper Comanche and Ione respectively. We hope that by the time this news letter is received we will have secured a majority at the fourth boat located at Oroville. A short time ago the courts ruled that the dredging companies were within their rights to dredge the lands in Merced and Stanislaus Counties. We hope to start organizing these boats upon completion of the work at Gold Hill and Carville.

In any member intends working on these boats, please drop the writer a card so that he may contact you. Address all future correspondence to me in care of our office at 1095 Market Street, San Francisco.

Doodlebug Report

The operators of several of these pieces of equipment have signified their willingness to sign a contract with Local 3. Your representative intends to meet with several of them on August 14th and commence negotiations for a closed shop and sign a contract, and to also establish a definite wage scale and working conditions. We will have more on this matter in our next issue. This writer secured a majority of the employes of the General Dredging Company during the latter part of July, and

Why shorter workday is imperative

A newly-developed machine for bricklaying converts today's bricklayer into an engineer and lays 20 times as many brick per day as is now possible with hand labor, reports Brick & Clay Record, Chicago.

Designed by Elbert L. Harney, Chicago, the machine requires a crew of ten men and will lay 100,000 brick in an 8-hour day on long heavy walls. This averages 10,000 brick per man, the trade journal points out, contrasted with 500 per man in the same period by current hand-labor methods. It, therefore, offers a possible solution to the acute shortage of skilled labor. Ten men will be required to operate the machine; an operator, one skilled laborer and two helpers on the track work, one skilled laborer and one helper at the mortar machine, three laborers watching the brick supply, and one mason for patching.

A Frigid Fire

Congressman Andy May is on fire with patriotism, but the blaze doesn't seem to burn up those canceled checks.—SAN DIEGO LABOR LEADER.

When one associates with vice, it is but one step from companionship to slavery.

this company signified their willingness to sign also.

In the future, I shall be devoting my entire time to organizing and signing both bucketline and doodlebug dredges, and if possible, will do some work in organizing the open pit mines. If any member has any constructive criticism or suggestions that he believes would be of assistance to me, please drop me a line at the San Francisco office.

In closing, may I ask you all to keep in mind that your steward is your unpaid, loyal and cooperative watch dog. He is looking out for your welfare. Please don't abuse him.

News from Oakland office

News about the brothers:

(Continued from Page 5)

We recently received a letter from Brother Jack Terhune, one of the old timers of Local 59, who has moved to Oregon. Jack insists he is settling down and leaving the work to the young sprouts; but we are betting it won't be long until his feet get itchy and he gets a hankerin' to move a little dirt. We note that, as a preliminary step to this "settling down and getting away from it all" business, Jack has purchased a cat and is doing a little land leveling. We hope that he won't find the urge to work too overpowering and at the same time wish him success in his new venture.

Brother Lawrence Straight will be laid up for some time as the result of a freak accident. Recently a garden incinerator exploded as he was passing and pieces of flying metal hit him in the left arm severing arteries and tendons above the wrist. He is coming along nicely but expects it will be a good six weeks before he can get back to work.

Brother Bill Barrett, who has been working in this area since 1942, is now associated with the Carincross Real Estate Company of 4718 Macdonald Avenue, Richmond.

Opens Service Station

Cain's Mobil Service at 958 E. 12th Street is being operated by Brother Sam Cain. He is featuring complete automotive service and has a mechanic on duty from 6 a.m. till 9 p.m.

Brother "Tex" Strickland dropped into the office for a minute the other day. He was recently released from the hospital after having his foot amputated as the result of an accident which occurred while unloading a crane at Mills Field. He is feeling very well and looking forward to getting back on the job soon.

Smith Gets 'Estate'

480 acres in Mendocino County were recently purchased by Brother Arthur E. Smith. The place is located 25 miles east of Laytonville just 1½ miles from the middle fork of the Eel River—a sportsman's paradise. He will raise some cattle on the place now but later he plans on erecting cabins to accommodate hunters and fishermen. He says he has been planning on the place for the past four years and finally was able to "talk the guy out of it." Art has been working

with the Bos Construction Company for the past ten years, and during that time as a crane operator, he has helped erect many tons of iron in this vicinity. We wish him every success in his new home, and suggest that he pass the word along as soon as he gets those cabins built.

Brother Lowell W. Thomas has opened a garage and Golden Eagle Service Station at 2730 Telegraph Avenue, where he will feature body and fender as well as general overhaul work. Many of you fellows will probably remember Brother Thomas as the skinner who last year took a dive into the slough with his cat while working for Sheldon Oil near Rio Vista. It seems he was loading onto a barge when the bank caved in and Thomas, cat and bank all went down together. He is still congratulating himself on the fact that he was finally able, on the third try, to swim clear of the debris and make the surface. He says that for him "third time is really charm."

Business Agent

If he is sober-faced, he is a sour-puss.

If he is pleasant, he is too familiar.

If he is young, he doesn't know anything.

If he is old, he's an old stiff.

If he belongs to a lodge, the members expect favors.

If he drinks, he's a souse.

If he doesn't, he's a tightwad.

If he talks to everybody, he's a gossip.

If he doesn't, he's stuck up.

If he insists that the rules of the shop be kept, he's too particular.

If he doesn't, he's careless.

If he looks around, he's snooping.

If he doesn't, he's not on the job.

If he tries to settle all complaints, he must have the wisdom of Solomon.

If he worries about them, he'll soon be crazy.

He should have the patience of Job, the skin of a rhinoceros, the cunning of a fox, the courage of a lion, be blind as a bat, and silent as a sphinx.

What a man!

Are there any good business agents?

Yes, plenty of them, and they're not all in cemeteries.

Would Help Some

A golfer, trying to get out of a trap, said, "The traps on this course are very annoying, aren't they?"

Second golfer, trying to putt: "Yes, they are. Would you mind closing yours?"

News from the San Francisco office

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

San Francisco—At Hunters Point the American Bridge Company is using a large force of Engineers on both of their steel erection jobs. This is one of the largest steel erection jobs awarded here in years. This job will continue for several months yet.

Ben C. Gerwick is starting in on his new pier job which he was recently awarded. There is 4 million dollars worth of work on this particular job.

Piombo Bros. are working several rigs, two shifts, doing the excavation work for the Gerwick job.

Ebentraut & Summers still have a few engineers employed on their large building job.

J. I. Barnes has 2 large building construction jobs in progress.

M & K Corp. have 2 large sewer

jobs in progress with several rigs busy on each job.

Dinwiddie Jobs

Dinwiddie Const. Company have several large building and construction jobs in progress. Some of these building jobs have as high as 8 engineers employed on them.

Devencenzi Bros. are now doing the excavation work for the extension to the Furniture Mart Building at 9th & Market.

Cahill Bros. also have several large building contract jobs on which they are using quite a few of our brothers.

Charles Harney Company still has the two cemetery jobs in progress, one on the street paving out in Sunset District and the other the paving in the Marine Supply Depot.

Eaton & Smith has several street and Real Estate leveling jobs in progress with a large number of

rigs being kept busy on single shift work.

Lowery Paving Company has several large sewer jobs and also underground conduit jobs for the P.G.&E. in progress about town.

Mike Lynch, Martin Murphy, Fred Fairey all have several sewer jobs scattered all over town which are keeping a large number of our members busy running pumps and trenching machines.

Shipyards Quiet

Ship repair yards around this territory are very quiet at the present time as very little ship repair work is being sent into this port at present.

Healy & Tibbetts are getting ready to start in on their large fill job at Mission Rock. This job will last about 8 months.

Jobs Picking Up

Work in this territory has greatly improved due to some large jobs most of them consisting of a little

pile-driving and a lot of excavation. We have had quite a little difficulty over the new wage scale, when, where and why it would go into effect. At this writing it is shaping up fairly well. The new wage scale went into effect on the garbage dump as of August 1, 1946, which makes that job just about one of the best paying jobs with good working conditions, too. Of course, it would have to be good to offset some of the offensive odors that our brothers have to take working on this job!

Mike Lynch, sewer contractor, had to be shut down a couple of times to convince him that Local No. 3 meant what they said in regard to backing up members of this organization who were discharged for no reason except that Mike got mad at them. He is peaceful now, says he likes No. 3 and doesn't want any arguments.

Attend Meetings

Since the last writing I have attended various meetings, including the A.G.C. at Reno, Nevada, a

meeting with the executives and officers of Los Angeles, Local No. 12, at Los Angeles, also pile-driving contractors, Truck Crane Owners Association and various others. Some places where we have agreements that do not run out for say a month or two, the only thing we can do is to struggle along at the old agreement due to the fact that these employers do not come under terms of A.G.C. as technically they are not doing that class of work but we expect when these agreements expire to receive a comparable increase to the other agreements.

We have heard lately that some of our members are going to work in Tokyo, Japan, and we wish them all kinds of luck. Working conditions over there should be very good for an American contractor.

Our little argument with Raymond Concrete Pile over the well drilling machine has been settled and we believe the future work on this machine will be done by an engineer satisfactory to this Union.