



ENGINEERS NEWS

OPERATING ENGINEERS LOCAL UNION No. 3

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SAN FRANCISCO, CALIF.



September 20, 1946

Metal Trades Planning Huge Organizing Drive

Details to Be Mapped Out At Chicago Confab Before AFL's Annual Convention

WASHINGTON, D. C.—Resources of the AFL Metal Trades will be pooled on a greater scale than ever before in the drive to organize the unorganized throughout the metal trades industries, under a joint-action program drafted by the Executive Council of the Metal Trades Department.

Preparations for the big campaign will be perfected at the department's annual convention, opening in Chicago September 30.

A national organizing committee is being set up and will be composed of the head of each Metal Trades union, or his designated representative. They will serve with department officials, including John P. Frey, president, and James A. Brownlow, secretary-treasurer.

Strategy Committee

Meetings on strategy will be held regularly by the committee, which will decide in what industries and localities the major efforts of the drive will be concentrated, recommend to the international presidents the number of organizers which it believes should be assigned, and set the dates for inauguration of the drives in specific plants.

Districts Allocated

A specific district soon will be selected for what leaders look to for a test case for the all-out campaign. Under this plan the organizing committee hopes to obtain results which can serve as a guide for expansion of the drive in other areas.

A uniform initiation fee of \$3 for all organizations will be established under present plans to facilitate signing up of workers. The same fee will be assessed in reinstatement of former members.

A statement sent out by the Department's Executive Council pointed out that joint organizing efforts have been particularly successful in the case of AFL shopcraft unions on the railroads. This was hailed as an example to be followed.

ATTENTION!

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

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

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

AFL GETS DELEGATE FOR ILO

WASHINGTON, D. C.—In a smashing victory for the American Federation of Labor, the United States Government granted the AFL the right to nominate the American workers' delegate to the world conference of the International Labor Organization, which opens this week in Montreal.

Informed of the decision, AFL President William Green immediately named Robert J. Watt, international AFL representative, to continue his service in this post.

Mr. Watt has been the official delegate of American labor in the councils of the International Labor Organization for the last 10 years and is a member of the ILO governing board. He will go to Montreal from the Electrical and Painters' conventions in California.

Commenting upon the decisions of the United States Government to continue to recognize the AFL as the most representative spokesman for all of American labor, Mr. Green said:

"The decision was just, and in accord with the provisions of the constitution of the ILO, which provides that the workers' delegate be selected by the most representative organization in each nation affiliated with the ILO."

Secretary of Labor Schwelb's decision, announced by Assistant Secretary of Labor David A. Morse, came as a severe blow to CIO leaders who contend they should be given equal recognition, and that the post of American delegate should be alternated between the two organizations on an annual basis.

From the moment this issue was raised, Mr. Green pursued a militant course, based upon the contention that the AFL, representing the great majority of American workers and a participant for 10 years in ILO councils, should continue in this role.

AFL Leads Ballot At Atomic Plants

Oak Ridge, Tenn. The American Federation of Labor scored a marked triumph over the CIO in the NLRB election at the atom bomb plants here to determine the collective bargaining agent for the workers. The official tabulation showed 3,622 for the AFL and 3,081 for the CIO.

However, some workers voted against joining any union, and run-off elections will be held. In view of the lead of the AFL, Federation organizers expressed confidence the run-off will show the AFL union the victor.

The totals at Tennessee Eastman were 2,579 for neither union, 1,721 for AFL, and 1,531 for CIO.

Come and Get It, Boys!



Now that enlisted men's terminal leave pay applications are ready millions of exGI's are flocking to post-offices to fill them out. A Los Angeles newspaper, by special arrangement with the War Dept., printed a supply of its own. You can see how the fellows rushed to stake their claims. (Federated Pictures).

AFL leaders appointed to head conciliation regions

WASHINGTON, D. C.—Appointment of two American Federation of Labor members to each of seven regional labor-management advisory committees was announced here by Edgar L. Warren, director of the U. S. Conciliation Service.

"Appointment of these regional advisory committees," Warren said, "is part of our effort to decentralize responsibility for settling disputes. First responsibility in any system of free collective bargaining rests with management and labor. If they are unable to settle their own affairs, certainly they can receive the best advice and counsel from men in their own community."

As their first assignment, Warren requested each of the regional committees to begin immediately the task of qualifying a panel of impartial arbitrators from which he can select men when called upon to name an arbitrator in disputes. Members of each committee will be asked to submit names for the arbitration panels. Each name submitted will be checked by all members of the committee for impartiality and other qualifications.

Members for this region are: Neil Haggerty, secretary-treasurer of California Federation, and E. M. Weston, president of the Washington Federation.

The 7th Region will cover Montana, Wyoming, Colorado, New

Mexico, Idaho, Utah, Arizona, Nevada, Washington, Oregon and California.

Rural carriers vote for AFL affiliation

DETROIT.—Marking the first step in the newly inaugurated drive by the National Association of Letter Carriers (AFL) to organize 32,000 rural carriers, the National Federation of Rural Letter Carriers voted to affiliate with the NALC, delegates to the NALC annual convention were informed. The rural carriers reached this decision at their recent convention in Omaha.

The closing note of the NALC convention in Omaha was pitched on the level of inviting the unaffiliated carriers to pool their strength with all other rural carriers in the organization which now holds the jurisdiction.

Plans are being perfected by the parent group for a vigorous campaign to bring the unaffiliated rural men into the benefits which the larger organization shares.

Fresno Labor Council Starts Radio Program

A weekly series of radio programs on organized labor has been launched here by the Fresno Trades & Labor Council over station KTKC Friday evenings between 6 and 6:15 p.m.

Report of last meeting

Meeting was called to order at 8:00 p.m., Vice-President Foss presiding. Roll call showed President Clancy, Guard Schattgen and Manager Swanson absent. It was explained that President Clancy and Manager Swanson were away on business of the Union and they were excused. There were approximately 171 members present.

A synopsis of the Minutes of Regular Meeting of August 3 was read and adopted as read.

A synopsis of the Executive Board minutes of August 17 read and the acts and recommendations of the Board were approved as read.

A synopsis of the Executive Board minutes of September 7 read and the acts and recommendations of the Board were approved as read, with the exception of that part dealing with the Frederickson Bros. job in Solano County, which was laid over to New Business.

Cards of thanks and letters of thanks received from Mr. and Mrs. J. P. Bleamel and son Vernon; Mrs. Carl Morgan and Bill; the family of Robert M. Smith; Mrs. Bessie Mathews and Son and the Mathews family; and from the United Brotherhood of Carpenters and Joiners. All were received and filed.

A communication was received from the Community Chest of San Francisco regarding forthcoming campaign. It was regularly moved and seconded that the Secretary be instructed to inform the Community Chest that the members will contribute in the localities where they are employed. Carried.

A communication was received from the Department and Specialty Store Employees Union Local 1265, Oakland, requesting assistance in their campaign to organize Kahns Department Store. Received and filed.

The following Resolution was read as the final reading, after which it was regularly moved and seconded the Resolution be adopted as the final reading. Carried.

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 following Resolution was read as the final reading, after which it was regularly moved and seconded the Resolution be adopted as the final reading. Carried.

RESOLUTION

WHEREAS: The Building purchased by the Union in Oakland, California, requires extensive building and repair, to make it suitable for use for our offices,

THEREFORE, BE IT RESOLVED: That the Executive Officers be instructed to draw from the General Savings Fund sufficient monies to accomplish this purpose.

The following Brothers were reported ill: Earl J. Ward, D. A. Kelsay, Hugo Skoglund, Wade Aikelson, Emerson Ingolls, Hubert Johnson, Al Gianinini, Fred W. Colver, Carl Kopf, Jesse Leamaster, Sie Kosich, Oscar Berg, Gus Holtz, M. L. Utterback, Philip Manila, P. A. Barnes, Virgil Teague, Velmer Graybeal, Steve Harrison, Art Nelson, Wm. W. King, James J. Lane, George E. Forsey, Sam Sanders, Kenneth E. Foster, Beauford F. Helling, H. C. Lewis, Fred Botts, Nephi Nemalka, Wm. D. Johnson, Albert E. Bigley, Harold E. Fitzgerald, Joe Walther, Gus Walberg, Sam Scoble, John Gehring, Joe Atkins, Billy Summers and Clyde Whitely.

The following Brothers were reported deceased: J. F. Schattgen and Lee Bryan.

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

The matter of the employees at the Fredrickson Bros. Job in Solano County and their request to be allowed to work Saturdays at time and one-half was discussed. After a lengthy discussion it was regularly moved and seconded that we observe the agreement as written and approved by the membership. Carried unanimously.

There was a general discussion in regard to the members who become 90 days in arrears in their dues, but who are not suspended. It was regularly moved and seconded that any member who becomes 90 days delinquent in his dues shall be automatically fined \$5.00. Carried.

There being no further business, the meeting adjourned.

Respectfully submitted,

C. F. MATHEWS, Recording Secretary.

Dredger News

By T. D. BRYSON
Business Representative

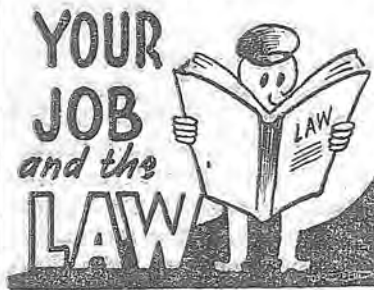
There is not very much new happening on the dredges. About the same number of dredges working.

The Alamitos has finished up at Suisun and tied up indefinitely. The Duwamish was supposed to start on the Pittsburg job the first of this month but now I learn that they have postponed the starting date until October 1st, as they expect the Beaver to finish at Moss Landing about that date, then they can transfer that crew to the Duwamish.

New Scale Approved

The new scale has finally been approved on all jobs effective or retroactive to June 1, 1946. Some of our members got very restive about that increase on account of the long time it took to get a decision on it. I am sorry to say that a few of our members blamed the union officers for this delay but I can assure everyone that your officers did everything humanly possible to speed up the decision and the fault lay entirely with the Congress and the Wage Adjustment board. Anyway, that increase is in effect now retroactive to the date agreed to by the dredge owners and the union.

* * *



EMPLOYEES VOTE

A company which protested the results of an election which the union won claimed that five persons were ineligible to vote because they had participated in an illegal strike. The NLRB, in rejecting this claim in a recent case, pointed out that since the men had not been fired for the alleged illegality they were still employees and hence entitled to vote.

* * *

A general layoff or discharge due to production cutbacks is, of course, not a violation of the Wagner Act. But if an employer uses the opportunity to get rid of the union men, the law is violated.

In a recent case decided by the NLRB the employer thought he had pulled a fast one. He laid off over a hundred union men, but by refusing to reveal pertinent information in his possession it could not be ascertained whether these men would have been let go even without discrimination.

This scheme availed the employer nothing. The NLRB decided that the employer must bear the consequences of his refusal to divulge the information, for it having been proved the action was caused by anti-union motives, it was up to him to prove that the men would have been let go in any event.

* * *

Terrible Prospect

John Barrymore, broke and jobless, was holed up in a hotel when a movie executive phoned.

"I need you in my picture. I'll pay \$2,000 a week."

JOHN: "I won't take less than \$3,000."

EXECUTIVE: "I'm phoning from here in the lobby. Come down and we'll talk it over."

"What," cried John Barrymore, "and get locked out of my room?"

Veterans Demand Action

By BORIS SHISHKIN
Secretary of the AFL Housing Committee

All over the country, people are getting more and more impatient over the fact that they can't find a decent place to live. This is especially true of the veterans who came back from the war eager to settle down in civilian life but are still unable to beg, borrow, rent or buy a home.

Their indignation crystallized last Thursday at the national convention of the Veterans of Foreign Wars in Boston, where 14,000 aroused delegates overrode a noncommittal resolution on housing and overwhelmingly endorsed the Wagner-Ellender-Taft Housing Bill.

This action was voted only a few hours after President William Green of the American Federation of Labor told the delegates that construction is bound to lag far behind the need and demand for new homes until the Wagner-Ellender-Taft Bill is adopted by Congress.

He pointed out that this is the only legislation proposal that provides for large-scale housing projects at prices that the majority of veterans can afford. Under the bill, the construction industry will again be able to undertake the building of rental housing, which is not now being produced even though it is most urgently needed. Finally, the Wagner-Ellender-Taft Bill will centralize all Federal authority over housing in one, single agency and end once and for all the existing surplus of bureaucratic confusion which all of us deplore.

The vote of the Veterans of Foreign Wars on this issue was indicative of the grass-roots revolt throughout the nation against inaction. The veterans even went so far as to demand that President Truman call a special session of Congress to complete action on the Wagner-Ellender-Taft Bill, which was approved by the Senate last summer but blocked by powerful lobbying interests in the House.

Unfortunately, the President said at a press conference later that he did not intend to call such a special session because he thought members of Congress should be permitted to conduct their campaigns for re-election without interference.

But if any Congressman thinks he can evade this issue during the campaign, he will find himself painfully mistaken. The American Federation of Labor is polling each candidate in every congressional district on this issue. The American people have a right to know where the candidates stand on the Wagner-Ellender-Taft Bill before they vote in November. And it should be obvious by now that American workers and veterans intend to support those who favor this vital legislation.

Another important development in housing came this week when the United States Emergency Court of Appeals flatly and unanimously rejected the demands of New York landlords for higher rents.

The landlords claimed that with their costs going up, continued application of strict rent controls would prove ruinous to them. In fact, while the court case was pending, real estate boards in many cities organized a campaign to force the OPA to allow landlords a general 15 per cent rent increase.

But the Court looked into the facts carefully and it found that landlords are making greater profits under rent ceilings today than they did when there were no restrictions before the war—in spite of undeniably higher operating costs.

This is true primarily because all rental housing is now filled to the rafters. The normal loss that the landlords were once forced to take on vacant apartments and houses has disappeared. Besides, property owners are no longer providing repairs and new decorating jobs free of charge, as they used to, nor are they giving tenants the kind of service they did before the war.

The effect of the court's decision is to prevent a breakthrough in rent ceilings, which is good news to all tenants.

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What's doing in the Oakland office

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

Ten Years of Service

Oakland—Nov. 30, 1946, will mark the tenth "birthday" for Peterson Tractor & Equipment Co., distributors for "Caterpillar" products in the Bay Area. In an era of intense activity, this firm has kept pace with the heavy equipment industry, and its growth and development have paralleled those of the territory which it serves.

The company was formed late in 1936, with G. Howard Peterson as president. Although he was only 30 years old at the time, Mr. Peterson had more than twelve years' experience in heavy equipment behind him. Nine years of this time was spent as a production executive for a large manufacturer of earthmoving equipment. He knew materials, design and workmanship, and he also knew that any piece of equipment is only as good as the service it receives. Later, for almost four years, he worked as superintendent on contract earthmoving jobs. Here he developed a knowledge of the application of equipment and was impressed anew with

One other man in the organization is directly connected with the operation of the service department in an executive capacity. He is R. A. "Buster" Peterson, Howard's younger brother and assistant general manager of the company. Buster spent eight years in the experimental design and research department of a large firm manufacturing heavy equipment. The good, hard, practical knowledge he acquired while serving in this capacity—in the plant, in the field and at the drawing board—has been a big factor in developing the fast, efficient repair service which Peterson Tractor now offers equipment owners.

Make a Good Team

Working together, Buster Peterson and Crock Hunter have devised a series of jigs, dollies and special tools that have eliminated most of the heavy backwork associated with heavy duty repair work. This has been to everyone's advantage. Since it reduces the time required to perform any given operation, it means lower charges to the customer. It means less backwork and therefore less fatigue for workmen. From the company's standpoint less time per operation plus less

Peterson Co. Hayward Plant



the part that service played in keeping equipment in the field. Little wonder, then, that when he became a distributor of equipment he should make "service" the prime factor in his business.

What Service Means

Service, to a customer, can mean many things: It can mean advice on the application or operation of equipment; it can mean fast delivery; it can mean accurate appraisals, or any of the dozens of things that a distributor does to generate good feeling among his customers. But primarily, service, to most people means replacing parts and doing repair work, and on these, Mr. Peterson has laid particular stress. Starting with a shop-crew of fourteen, the service department now employs sixty-five men. Besides the main store in Hayward, shops have been established at branch stores in Brentwood and in Half Moon Bay in order to better serve the communities in which they are located.

Heading the Service Department for the entire organization is C. J. "Crock" Hunter, formerly parts manager for Caterpillar Tractor Co. in San Leandro. Shop superintendent is Brother Bill Richardson, one of the 14 original shop men who started with Peterson Tractor in 1936. Brother Leo Pilati heads the service department at Brentwood and Brother Francis Droesch holds this position at Half Moon Bay. These are the men who see to it that all work meets the standards set by the company.

fatigue for the men means an increase in capacity for the shops. During the war years when manpower was tight and Army equipment flooded the shops, these special devices played a big part in keeping an endless stream of vital equipment flowing back into the field.

System Works Smoothly

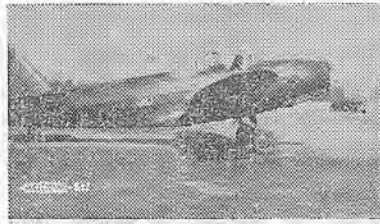
Built around these new jigs is a smoothly working system that begins to operate as soon as the tractor enters the shop. Whole assemblies, such as an engine, are removed as units, mounted on dollies and shunted to their specific department. From that time until all work on them has been completed and they are returned to the final assembly section, these units remain on this dolly which can be moved about freely. Using this method, each assembly can be serviced by men who are experts on that particular phase of tractor repair.

Join With Local 3

Other men, after proving their ability in the various shop departments, are sent out on field service jobs. These men must have a thorough grounding in all phases of repair work, because though most field jobs are of a minor nature, it is often necessary to perform major repairs in the field, and the servicemen must be prepared to handle all jobs, great or small.

Until the summer of 1945, all personnel on an hourly basis at Peterson Tractor belonged to the

He Flies to Work



Above is a snap of Brother Harry Smith in his own plane ready for the take-off at the Hayward airport.

Brother Harry Parker Smith is a member of that very exclusive group of Engineers who fly their own planes to and from work. A foreman for the J. Henry Harris Company, Brother Smith, who lives in East Oakland, is employed in Concord at the present time. He keeps his plane at the Hayward Airport and daily flies to either Buchanan or Sherman Field where he picks up a ride to the job.

He says the whole trip takes about 30 minutes as compared with one hour's traveling time when he makes the trip by car. He has been a member of the Civil Air Patrol for the past year and holds the rank of lieutenant in that organization. In the accompanying picture Harry is shown at the controls of the plane he flies to work, a PT 19. He also has an interest in two Taylor Crafts and expects to get his twin motor license in the near future. He recently won second place in a bombing contest held at the dedication of Buchana Field in Concord and is an all around flying enthusiast.

Ritchie Off to P.I.

Brother Jess Ritchie left by plane on September 6 for the Philippines where he is to assume the position of superintendent in charge of reconstruction for the Drake, Utah, Grove Construction Company. We were talking to Jess a short time before he left and he told us that the work will cover just about every phase of reconstruction as practically everything in the islands need either rebuilding or repair. There are roads and air strips to construct, sewage and water systems to install and dock repairs to be done. He says that at the present time just the crews are allowed to go down but later, when there is adequate housing it is hoped that some plan can be worked out whereby the men will be able to send for their families.

Another of our members, Brother F. L. Sidbeck was expecting to leave the latter part of August with the first contingent of workmen. An old Johnson, Drake and Piper man, Brother Sidbeck is to be general foreman over equipment.

Schattgen Mourned

It is with profound regret that we report the passing of Brother Justin F. Schattgen, who passed away suddenly on September 7th at his home in Jerseyville, Illinois. "Shotgun", as he was best known to most of us, was elected to the office of Guard in the union at the last election and was well known and liked by all. He was willing and anxious at all times to do a good turn and always ready to lend a helping hand in any way that was beneficial to his brother members. One of his pet projects was the teen age baseball team which was sponsored by the members of Local No. 3, and to which he gave freely and unselfishly of both time and money to help the kids along. We feel that with his passing from our midst the labor movement has lost a sincere friend and ardent supporter.

(Continued on Page Six)

News about the brothers:

After a prolonged illness Brother Lee Bryan passed away on September 9th. He leaves three daughters: Ruth Jarvis, Stella Erickson, Florence Raden, and one son, H. L. Bryan, to whom we extend our deepest sympathies.

One of eight persons injured in a recent bus accident near Livermore, Brother Roy See is recuperating at the present time.

Open Trinity Resort

The Butterfield brothers, Ray and Bert, have opened a resort in Trinity County. Located 50 miles northwest of Redding, at Carrville, they say some of the finest hunting and fishing in the state is to be found in that territory. They recently purchased a shovel, two bulldozers and a couple of trucks which are rented out at the present time. They plan on using this equipment on their own property shortly, however, as they have two million feet of timber ready for cutting. They will erect their own

saw mill to process this timber which they hope to get on the market in time to help overcome the present lumber shortage.

Brother Sam Scoville, who recently received a back injury while working at Moore Dry Dock Company, was confined to the hospital for nearly two weeks. He is home now, however, feeling better every day and expecting to get back on the job soon.

Bond on Furlough

Brother Melvin Bond, who has been in the Army since July 14, 1944, is home on furlough and dropped into the office for a minute the other day. He was being trained in preparation for the invasion when peace was declared but was sent to Japan for two months' occupation duty, which consisted, in part, of helping to clear up the mess at Hiroshima. He will be stationed in this country until next December when he will receive his discharge.

Getting Around the jobs

Guy F. Atkinson Co. is starting to pour the concrete on the highway in Concord, which will consist of approximately twelve days of pouring concrete and three weeks of finishing the shoulder work. Brother Erv. Cox is acting as foreman on the job. This job has run smoothly and we are very sorry to hear that they are leaving this area. They anticipate moving the paving crew to Sacramento.

The Parrish Bros. job at Martinez is running smoothly with Brother Jess Burch as steward on this project.

Brother Larry Walker, an old timer among the shovel men, is working on Al McKosker's shovel at the Blake Brothers quarry in Richmond.

Harms Brothers job, with Brother Al Kingswell acting as foreman, has started well and we are looking forward to a better road to travel on in the near future.

Excavators, Inc., has approximately thirty-five members working in the Pittsburg area and last week doubled the shift on this job. Brothers Mike Hathman, James Wixson and Earl Baker are acting as foremen on the job.

Brother Harry White, who is foreman for N. M. Ball Company in Lafayette, Walnut Creek and Danville area is busy on various small jobs.

Brother Oscar Fryar is supervising the shop for N. M. Ball in Berkeley and has, at the present time, approximately seven teen members very busy overhauling equipment for various projects.

Sign Up Levelers

During the past month Brother Swanson accompanied us on a trip to the Rio Vista area, where, with his assistance, we were able to negotiate and sign an agreement with two landlevelers; namely, Fallman & Sutley from Brentwood and Mr. Luke Chong.

C. F. Braun Company is moving to Avon and will start work on the cracking plant for approximately three weeks.

Basalt Rock Co. still has approximately seven members employed at the Alameda Naval Air Station on their retaining wall.

Brother Jack Corbert is foreman for Al Biasotti on the Niles Canyon job, with Brother O. E. Millard operating Brother Bob Olsen's dragline and Bob acting in the capacity of an oiler. Bob states that this is the best job he has ever had and believes that he will continue to work as an oiler.

(Continued on Page 6)

Herringer Company at the present time has approximately twenty-one members working in the Rio Vista area engaged predominantly in agricultural work on drainage and irrigation.

Haines, Yost & Haines still have their cobras leveling land in the vicinity of the Fontana Farms. Harvey Russell has moved some of his equipment into this area also.

Big projects in San Jose guarantee plenty of work for Local 3's membership

By M. G. MURPHY
Business Representative

San Jose—The new Freeway linking Oakland and Santa Cruz is almost a guarantee. The route to be taken has long been a controversial issue but now that the Vermont-Davis route has almost definitely been decided upon, we should in the near future get some information as to when the final plans will be drafted and adopted, and bids called for.

The N. M. Ball 101 Freeway job is still being retarded in the laying of concrete due to insufficient transportation facilities of aggregate and steel. To eliminate this bottleneck the company has, at an added cost, been compelled to install an aggregate plant on Coyote Creek. Earl W. Heple, who has the bridges on this job, is also suffering from the same trouble. The scheduled date for the completion of this job is January but as things stand now, we have grave doubts if it will be finished by that date. . . . The Union Paving job which consists of widening and improving W. San Carlos Street to Bascom Avenue is also slightly behind schedule due to the difficulties in removing the W. San Carlos utilities lines and clearing. Nevertheless, this job is progressing nicely with the assistance of Brothers Larkin, Ojeda, Thompson and Charles Duncan, who is "pusher" under the supervision of Superintendent Halberg. The completion of this job will remove just one more of the many bottlenecks we have in our highways.

Big G.E. Project

It is my information that the General Electric Company is to start work immediately on the construction of their \$1,700,000 plant which will be erected on their fifty-seven acre tract on Monterey and Stone Avenue. I am further informed that this company will have a payroll of well over 1500 employees. . . . The Blaw Knox Company are soon to start construction on their \$1,000,000 plant just outside of the city of Santa Clara, so it looks as though we will have considerable activity for some time to come. . . . Stone & Webster have still many months to go before the completion of the chemical plant on the Monterey Highway. At present we have several different sub-contractors on this job, namely, Western Pipe and Steel; Chicago Chimney Corp.; A. J. Peters and Earl Heple. . . . Borchers Bros. have finally completed their modern ready-mix concrete plant and are now doing a land office business. Brothers Drew Dahlberg and Jess Cole are the proud operators in charge.

News from Gilroy

Bids are to be opened Sept. 11 on another state highway job between Ferguson Road and Gilroy Junction. This job will also help to eliminate the traffic problem in that locality.

Doings at Salinas

Granite Construction will soon have their highway project completed south of Salinas. . . . A. Teichert are at present making very good progress on their highway job north of Salinas and they have already moved some of their excavating equipment to other jobs. It is now a case where nearly all their work is on the sub-grade finish. . . . There is another job to be let adjoining this job on October 2 which consists of 6.7 miles. The main item to us will be the excavation of 425,000 cu. yards, not to mention the many other items such as overhaul and borrow—overhaul being 3,650,000 sta. yds. and 72,000 cu. yds. imported borrow. This will be a nice winter job, but it does rain down there.

Monterey Development

The clearing on the Stanley Ball job has been completed and at present they are pouring the con-

crete on their one huge culvert which is retarding the excavation and also the one large fill which is to be made after the installation of said culvert. When this operation is complete this job will go along quite rapidly as they have good supervision and good operators, and nothing but sand with which to contend. . . . Granite Construction have completed their new plant opposite Ord Village and have made their initial trial runs and are now ready for business. They have not as yet completed their hot plant but they are progressing on that also, which, when completed, will be very modern. . . . The P.C.A. are still operating their Pratto & Lapis plants at full production.

Moss Landing Items

Mercer-Fraser Co. (Ralph Brown) are going ahead quite satisfactorily on their wharf job on the Moss Landing Harbor Improvement program. Healy-Tibbets also have a job in this program and will be in this locality for some time. Brother John Hunt also has a fair-sized job for his Northwest on this same project or program.

Santa Cruz Report

Bids are to be opened September 11, on a new highway project for Santa Cruz at Waddall Creek, seven and a half miles north of Davenport—to be graded and paved with plant mix. There are other small jobs in this locality, too numerous to mention. I have also been informed that bids will be called early in '47 for the continuation of the highway from Rob Roy Junction to Santa Cruz. This will be a major job. There has been no definite date set as to when bids will be called, however, but let us hope it will be soon. . . . Bechtel-McCone are still busy on the pipe line job and expect to be there for another month or so. . . . Granite Construction Company have also opened a sand plant in this town under the supervision of Mr. Wagner, which now makes one for Salinas and one for Santa Cruz. It looks like this company really means business. . . . Pacific Coast Aggregate and the Henry Kaiser sand plants at Olympia are also running at full production but it is my information that they are suffering from a car shortage.

In concluding my report, brothers, I can only say that every little town and hamlet in this district still continues to show great building activity so I am pretty confident that we can look forward to a good fall and winter.

News of the Brothers

Brother E. B. Sinnott is back from the service and again working for Kaiser Co. at Felton. . . . Brother Don Wiley, after four years in the European and Pacific theaters, has returned to civilian life. . . . Brother Chet Russell, a well-known blade operator, has also returned from the armed forces. . . . Brother R. L. Prince, who formerly oiled for Leo Dohoney at Permanente, has also returned home after doing his stretch of almost two years in the service. . . . Brother W. McLaughlin has also been discharged from the armed forces after doing his hitch of eighteen months. . . . Brother J. D. "Blondie" Wall received a serious arm injury recently while working on a loader and is now confined to the Connors Hospital. Brother Wall will be out

Situation said normal up in Eureka region

By T. D. BRYSON
Business Representative

Eureka—Everything's just about the same in the Eureka territory. Mercer Frazer has finished their resurfacing job on Highway 101 at Patrics Point and have been doing a street job in Arcata keeping most all of our boys busy.

W. C. Railing is going right along on his Crescent City resurfacing job and will be on finishing soon, as he is rushing the job, so that he can beat the bad weather which makes it hard to do a job of that kind. The Basalt Jetty job is progressing very nicely and the boys are hoping that the government will release the funds for the balance of the work there, so that it will be ready to start by the time they finish on the present contract.

New Highway Job

There is a new job just getting started on Highway 299 at Redwood Creek, 32 miles Northeast of Eureka. Daily Brothers are the contractors, and they expect to have six or eight pieces of Engineers equipment on the job in a short time.

The Eureka airport job is still up in the air and no one seems to be able to get any definite information on it to this date.

DO YOU KNOW THIS MAN?



Yes, it is none other than our friend, THOMAS G. GRAHAM, who is candidate for Sheriff of Santa Clara County. Tom is well known to members of Local 3 and we look on him as a man whom we can depend on.

For eight years he was in Federal service as United States Deputy Marshal. At present he is Undersheriff of Santa Clara County.

Having been a peace officer all his life, he is of the opinion that he can hold down the office of Sheriff of Santa Clara County. When you vote in the November general election, mark your ballot for TOM G. GRAHAM for SHERIFF.

Clean Single

"Well, Johnny, how did you get along in school today?"

"Okay, Mother, but that new teacher is always asking us some fool question. Today she asked everybody where they were born."

"Well, you certainly knew the answer to that—the Woman's Hospital."

"Betcha life I knew! But I didn't want the whole class to think I was a sissy. I said the Yankee Stadium."

of circulation for at least five or six months. . . . Brother Billy Summers, an old timer of Permanente, is also reported on the sick list and will have to take it easy for some time. We wish these brothers a speedy and complete recovery.

Many large jobs running in Marysville area; file claim for tractor firms

By WM. C. WAACK
Business Representative

Marysville—A. Teichert and Sons got off to a good start on their two and one-half mile road job at Camptonville. Normally this would seem to be a small job, but with the deep cuts, most of it is up and down, a rugged mountain job. Dave Hanny is herding the cats and Leo Fisher is mechanic.

Harms Bros. are behind schedule on their Arbuckle-Williams job. They are now laying the black stuff and should be done by the end of the month.

Frederickson and Watson finished their Greenville job and are now clearing the right of way for the 14-mile stretch from Almanor to Westwood. How far through the winter months they will be able to operate is entirely speculative, inasmuch as there is plenty of snow in the high country.

The Valley Construction Company still has a string of equipment at Hammonton Gold Fields, building roads, etc., through the tailing piles. These cobble stones are a tough go in any league.

Gold Dredges Busy

The Hammonton Gold Dredges just keep digging and digging, but from sources of information it won't be for long, for the heavy gun pointers of this outfit are set for the black tails and invariably bring in their share of venison. Brother Jim Beth tells that not only do the shops and dredges feel the effects of opening day, but the baseball team just isn't anymore. Several important issues came up in the past month with Yuba. This has to do with the reclassification of several of the old-timers in the shop. How the supervisory heads can overlook an adjustment in wages for these brothers is beyond me. We shall see.

Brother Larry Roper started contracting, taking on a string of 5 cats and going right to town in the Sutter By-Pass district, north of Robbins. Brother Dick Whittington is all burnt up, having to work with the opening of deer season right soon. That's tough, but when the pheasants, ducks and geese are legal, Dick, you won't have far to go.

Brother Sam Matoon finished his Western Pacific job and moved his gang and equipment up to Sterling City, where he will operate for the next several months.

Clarence Baker is still land-leveling up near Red Bluff. This outfit is another of those hunting

clans. Some day we shall hear of the shooters and not so much the hunters.

Files Board Cases

Brother George Hayward has filed before the national Labor Relations Board, the cases of four Northern California Tractor Shops, with the possibility of claiming two others, in the very near future. They are namely, Herboth of Marysville, Zumwalt of Colusa, Sierra of Chico, and Sierra of Redding. The efforts of this campaign are beginning to bear fruit, insofar as the men are concerned. One local shop, while in the progress of organization has increased the shop scale, in some instances 32½ cents per hour, plus bonuses, in order to stymie our program. In some instances this is an effective means of stopping the union, but we are satisfied that the men realize these increases are due entirely to the union's activity. These shops, by the will of the men, will organize.

Much Land Leveling

Earl Parker has 14 cats leveling land in this area, and it seems that there is no end to this type of work in our district. Parker's levee job from Meridian to Nelson Bend will start shortly and then for the winter at Walnut Grove.

Lester rice is going strong on the bridge approach, both on Marysville and Yuba City side of the project. Sixteen rigs are in operation on this job. Brother Jack Rice is street foreman; Earl Walsh, superintendent; Brothers Fry and Perry are shifting on the morning shift, and Charlie Lloyd has the afternoon shift.

All in all, the prospects for work this fall and winter in the Marysville district looks good.

Feast for the Sun



Luscious Adele Jergens models one of Hollywood's latest swimsuits. For those who care about the suit—it's a two piece with a halter bra. (Federated Pictures)

AFL Maritime Council Now Going Concern

Chicago, Illinois.

The AFL Executive Council has chartered a Maritime Trades Department covering 200,000 members in affiliated unions.

Purpose of the new department, the AFL body said, "is to protect our unions from raids by dual unions and hostile organizations such as the CIO and the Communist party." The department's activities "shall be limited to the economic field," said the statement of principles adopted for the new maritime division, adding that it "shall at no time adopt or advance any political program or ideology."

A temporary executive board named for the department consists of President Joseph P. Ryan of International Longshoremen's Association, President Harry Lundberg of Seafarers International Union, Captain C. F. May of Masters, Mates & Pilots, President W. L. Allen of Commercial Telegraphers Union and Secretary-Treasurer Joseph P. Clark of International Brotherhood of Firemen & Oilers. John R. Owens of the ILA was named temporary secretary.

EXACTING ESTIMATE

MICKY MOUSE (meeting a horrid apparition): "Oh-h-h. How much would you charge to haunt a house?"

GHOST (in sepulchral voice): "How many rooms?"

Jobs perk up rapidly in Sacramento area; report practically all working

By F. A. LAWRENCE and ED PARKS
Business Representatives

Sacramento—Everything in Sacramento area is moving along at a rapid pace with very few men on the "out of work" list. The job with the Utah Construction Company at Shingle Springs moves along with very little change in operators. The H. E. Parker Company still have a lot of work at Pollock Pines and a number of operators are on that job.

W. C. Thompson Company of San Francisco moved into Forest Hill the latter part of August. They have a contract for seven miles of road work, which means about 300 days of work ahead of them. J. H. Beal is the superintendent on the job; Lovere de Stwolinski, the general foreman; Ray Bishop, the tractor foreman, and Ray Walters, the master mechanic. There are about eight operators on the job at the present time and we expect to send several more at a later date.

Fredrickson-Watson job at Auburn is moving right along with a number of men employed.

The Guy F. Atkinson Freeway job has reached the stage where they are using finishing men. Several operators were laid off for a short time, but still have a big crew.

Fredrickson Bros. are using finishing men on the job between Dixon and Vacaville. They are still using several men at the hot plant.

Navy Broadcast Job

The job at Donner Lake is nearing completion as far as Engineers are concerned. Hilliard is still working at Nevada City. Kyle is still working the bridge job at Forest Hill. Clement & Baker job at Truckee is still going and will continue for some time. J. P. Breen still has his two machines at Truckee and has also signed our Agricultural Agreement covering ditch work to be done this winter. Chittenden & Chittenden have numerous small jobs in and around Auburn.

A. Tiechert & Son are still working on the Yolo Levee job with two shifts. Shifter Jerry Cunio works the morning shift and Dave Hanby the afternoon using eleven cats and one blade. The job is about half completed. Tiechert & Son also are still working at Arden Park.

Several contractors are working on housing projects including Stolte, Inc., at Woodland; J. A. Bryant at Winters; M & K on jobs at both Woodland and Davis.

News of Contractors

Craftbuilt Homes are still using several operators and the "cat" work is now O.K. having signed contract with Local No. 3.

The Austin Company continues to use quite a number of members on the Campbell Soup job.

Harms Bros. are doing several small jobs and land leveling at Kirby Hill near Dixon.

Schelegel and Lewis company from Madera have moved into the Sutter Basin landleveling job.

H. C. Russell has moved out of Sutter Basin, taking most all equipment and operators to Rio Vista area.

E. V. Curtis is on a landleveling job near Woodland. He is now working as the Grant Construction Company. A number of jeep operators are being used on this job. Mr. Curtis has signed both our general agreement and the land leveling agreement.

Cecil H. Field signed an agreement on August 8. We have also signed J. W. Terrell on an agricultural agreement on August 8.

King Lindale of Woodland signed an agreement on August 15. W. E. Osterlie, who is working on Craftbuilt Homes, signed general agreement August 26.

M. A. Jenkins and Lord & Bishop are both driving piles on the Woodland River Road. Brother Harry

Wetherbe is operating for Jenkins.

The Rock, Sand & Gravel plants are all about the same and members have received their retroactive pay as per agreement July 16, 1946.

The gold dredges at both Natomas and Capitol Company are being adjusted as fast as possible and will have a definite report soon.

Parker on Levee Job

H. Earl Parker was low bidder on levee job between Meridian and Tisdale Weir on August 30th. Two more levee jobs are to be bid on September 13th and 18th.

The McGillivray Construction Company was awarded a contract by the city of Sacramento for improvement of streets, rights-of-way in Brighton Terrace.

Asa G. Proctor, 2nd and Main Streets, Woodland is preparing plans for sewage treatment plants, sewer lines, sumps, general sewage equipment, pumping plants and pumps for the West Sacramento area.

The local contractors around Lake Tahoe are talking of forming an association and if they do, we expect—with the cooperation of Sam Goss—to sign a general agreement to cover all that area.

Ed Parks on Job

I am very glad to report that Brother Ed Parks, who was here temporarily in the spring, has been placed in Sacramento again to help out and I am sure that one of us will be able to take care of your complaints, etc.

Brother Rossie Mick, who has been on the sick list for some time, is able to work now. Brother H. E. Fitzgerald is also working again.

The office is still open from 7:00 until 9:00 on Wednesday evenings for your convenience. The business representative will be on hand to help you with your problems at that time.

The War Loot in Shipping

Audits of shipbuilding costs have already disclosed discrepancies of two billion dollars in the accounts of the U.S. Maritime Commission. Spokesmen for seamen's unions have charged that the government was bilked out of as much as eight billion dollars in the construction and operation of ships—more paid for a single voyage than a ship's entire value, ships insured and paid for after loss on a basis several times their cost. For some reason or other, fraud always thrives on water and on water fronts.

History reveals that as far back as 1680, King James II of England acted as his own "Secretary of the Navy," observing that only the king could be trusted not to cheat the king.

Shipbuilding in World War I was a profiteering carnival. We built ships of steel that sailed. We built ships of wood that never sailed. We built ships of concrete that would not float. All were paid for at top prices and many ended up as scrap steel in Jap furnaces to make Jap cannon to kill Americans.

All the World War II symptoms point to the bigger kind of stealing in ships. After other wars these scandals were hushed up to a large degree. That should not be permitted to happen again.

Some of the biggest ship thieves are probably members of families long identified with both ships and the steel industry. They should be shown up.—United Mine Workers Journal.

Pine Flat dam project moving nearer reality

By H. T. PETERSEN
Business Representative

Fresno—The Kings River Pine Flat Dam is again the topic of much conversation and some action. This is a thirty-nine million dollar project. Representatives of the Army Engineers and the Bureau of Reclamation met in Fresno with interested parties to discuss the payment of that portion of the dam that will be allocated to irrigation districts to work out a payment plan and submit same immediately for approval. The government has already allocated one million dollars for the start of preliminary work and our information is that the Army Engineers will build the main structure and the Bureau of Reclamation appurtenances.

The several month old controversy between the Building Trades Council and the AGC has finally been settled. This dispute caused several stoppages of work on the canal and road projects. Settlement includes a signed letter of stipulation between contractors, in which they agreed to hire all ex-employees from the appropriate local unions and to observe the existing conditions and pay the legal prevailing rates of wages.

Set Up Bus Lines

Morrison & Knudsen Company and Peter Kiewit Co. have agreed to establish bus lines for transportation of men to the job sites and it is hoped that other companies on the canal project will follow this procedure.

Ross Westbrook is taking over the Grant Rock Road job and has 2 rigs working at the present time with more equipment expected in soon as his Nevada job finishes up.

Clyde Woods Co. moved into Huntington Lake for the So. California Edison Co. and are working on the penstocks to the Big Creek Power House. This same firm is moving in 10 rigs in the Lemoore area on land leveling.

40 on Merced Job

Gunner Corp. and Hanrahan Co. jobs in the Merced area are progressing nicely with approximately 40 engineers employed on both projects.

Morrison & Knudsen and Arizona Nevada Co. have started their canal jobs. However, neither of these companies have as yet received a proceed order and there is a possibility that the concrete quantities will be increased considerably.

Negotiations with Grant Pacific Rock Co. and Stewart & Nuss Company are finally concluded with an 18% increase on all classifications on rock production operations of these companies. This scale is retroactive from July 16th.

The next regular meeting is Thursday, September 26, 1946, 8 p.m.

Kindred Feelings

"Why do you cry over the sorrows of people in whom you have no interest when you go to the movies?" Harry Ruby asked his wife, the former Eileen Percy of the cinema.

"I don't know," replied Mrs. E. "Why do you cheer wildly when a man with whom you are not acquainted slides safely into second base?"

GOSH—THAT BAD?

As they were enjoying a stroll along the Grand Concourse in the Bronx, a friend of ours and her husband were startled by this wisp of conversation they chanced to hear between two girls. One girl said: "What do you mean I'm married so don't need any clothes?"

Big shortage of workers in San Rafael area main headache for contractor

By H. O. FOSS

Business Representative

San Rafael—McGuire & Hester on sewer project, Mill Valley, expect to complete in sixty days. Brother Blake is on sewer job on Shultz Subdivision near Greenbrae. We wish him luck. Blake was formerly with Piombo on Strawberry Point job as foreman. Understand Brother Rod Sheron, former skinner for Piombo, is now pushing for Piombo succeeding Brother Blake.

Bro. Chas. Hoover is still in Tiburon mud with two two-eighty's doing dragline work and will probably be there another couple of months.

All local contractors in this district seems to be very busy with lots of contracts to keep our men busy.

Brothers Phillips and Dellingham have a couple of rigs in the Petaluma district and have signed recent contracts with Local 3.

New Gravel Plant

Brother Harvey Taylor is putting in a gravel plant at Dry Creek, Healdsburg, and has himself a new Byers on the job.

Moretti, in Petaluma, has all his equipment working and, in fact, has been running his own blade for the last thirty days. Any member wanting this job can have it, Moretti says.

Ben C. Gerwick is making extensive improvements and enlargements on their Pole Yard, headquarters in Petaluma.

Bridge to Atkinson

Guy Atkinson & Co. are the successful bidders of the new bridge and alignment near Fort Bragg, this contract involving something over \$1,300,000. Expect them to be starting by the time this is off the press.

The Kiss Crane Company are low bidders at \$147,000 for a new bridge at Hacienda near Guerneville.

Soda & Son have had the Raymond rig at Kelseyville poking the piles and I understand Biasotti is bringing down his rigs to do the grading from their job near the Rodmond Narrows near Upper Lake.

Finishing Sewer Job

Bechtel Bros. & McCone have approximately six more weeks to go on their big sewer job in Santa Rosa unless they get some extensions. They have John Rapp's equipment and some of the Underground assisting them on this venture. The other contractors in this vicinity are all busy.

I understand that Brother McGee is doing very well for himself around the Vallejo district, on dams and so forth, as we have one hard time supplying him with men. Considering the short time that Brother McGee has been in business, he will be one of the big shots before long.

Syar & Lowell keep pinching off local contracts and keep the usual crew busy. Syar winding up on his paving job around Willits and Hopland.

Less Crane Successful

Brother Les Crane at Healdsburg is another successful member of Local 3 having several rigs working within a hundred-mile radius of his headquarters. As usual, we don't hear Les complaining.

Piombo Bros. on their job up the coast, near Ankor Bay, doing okay. Ray Guerin advises that their job at Pt. Arena is in good shape and should be winding up in two months.

On Highway 101

The Raisch and Harms job is doing good progress on Highway 101, north of Novato, Harms keeping ahead on the grading and Raisch starting the cement crews and the plant and should be rolling along nicely by the time this reaches you.

The Ball & Parker job at the Rector Dam is now working three shifts—looks like they should be on time for completion date around Nov. 1.

With an acute shortage of men, operators of all types have been very busy keeping the contractors from getting me to keep from putting overalls on myself. Any brothers needing employment kindly come into the office and get fixed up.

Highway work in Nevada now booming ahead

By H. L. SPENCE
Business Representative

Reno—The highway work is still booming in the state of Nevada. Strong Construction Company from Springville, Utah, has two jobs, one west of Dunphy, Nevada, and one east of Dunphy. They are setting up a camp near Dunphy for their men on both jobs. There are some of the Brothers from Utah working on the job now.

Hunt and Frandsen's job between Elko and Lamoille is getting near the finish line. However, their job at Eureka is going along O.K.

Roy Cram's job east of Wells, Nevada, is getting well on its way, with Brother Al Jensen as steward on the job. I am sure it will be a good job for the Engineers.

W. W. Clyde's job west of Valmy, Nevada, is well on its way now, with Brother George Yukich as steward. There are a few of the brothers from Utah on Clyde's job who are always welcome to come to the good old state of Nevada.

Barney Stoutenburg and Morissetti & Haukland Cos. are getting started on their job just below Carson City, Nevada. Brother Frank H. Martin was badly burned around his face in a fire on the job, but Frank saved all of the equipment. We wish you a speedy recovery, Frank.

All the rest of the contractors in Nevada are going along as usual with their regular routine.

Cost of Living Zooms, Pay for Workers Drags

Washington, D.C. While living costs were mounting daily in June, before the price control holiday, the average wage advanced 1.3c an hour, the Bureau of Labor Statistics said.

Weekly wages were reported as \$4 below the war-time peak. Durable goods industries averaged an hourly wage of \$1.17, and non-durable goods industries rounded off at \$1.

Might Have Something

"Pa," said an urchin after glancing through the editorial page of the daily newspaper, "why do editors always refer to themselves as 'we'?"

"Well, it's this way," his dad replied. "An editor always refers to himself as 'we' so that the fellow who doesn't like what's printed will think there are too many for him to lick."

News from Oakland office

Getting Around the Jobs (Continued from Page 3)

Brother Craig Mort is operating the crane for R. G. Clifford and on the last visit to the job Craig was just hooking up the boiler getting ready to spank a few stobs.

The Swinerton & Walberg job at the Fibre Board plant in Pittsburg is progressing as per schedule. They have only two members employed on the job. Brothers Bill Becker and Harold Klusman are taking care of the employees interests at the present time.

Maurice E. Read, foreman for J. R. Armstrong Company, is finishing up the shoulder job on Easter Hill and will soon start on the 80,000 job widening the highway through San Pablo. We wish Brother Read every success in this new job. Armstrong Company also has a few small jobs near Orinda.

Just for Fishermen

Not long ago two of the brothers took off on a fishing expedition to the High Sierras. Traveling merrily along a winding mountain road during the wee small hours they were startled to see a large packing case loom into view. With the swift application of brakes and a good bit of maneuvering they successfully by-passed it and drew to a halt. Thoughts of torso murders, abandoned babies and loot of great value flashed through their minds as they returned, very cautiously, to the box. One thing was certain—if there was to be any reward they would divide it equally—and if the box held trouble—well, in the next town there was a very efficient sheriff! Grasping the box firmly they were somewhat surprised at its light weight and with little effort they dragged it into range of the headlights. A knife was produced—the lid was slit—the top laid back—and before their astonished eyes there gleamed snowy white—roll after roll—a whole case of that necessary but unglamorous article—known, among other things, as bathroom stationery. Somewhat chagrined their first impulse was to heave the whole works over the bank, but on second thought they decided that after all someone had spent good money for it—it was a necessity—and at times dog-goned hard to get—so they set about stowing it away amidst their gear. By removing it from the case they were able to salvage the whole box full and fit the rolls neatly into

spaces between sleeping bags, frying pans and fishing tackle.

Continuing on their way they all but forgot the incident in anticipation of the fine fishing they knew awaited them—there were big fellows to be hooked and they were the boys to do it. In due time they arrived at "The" spot and enthusiastically set to work. As the day wore on their enthusiasm was replaced first by surprise and finally by disgust. If there were any big fellows—or even little ones—they just weren't biting, and so, after long hours of trying, they finally had to give up and start home empty handed.

On arriving in Oakland they were confronted by eager families and an assortment of curious neighbors, all anxious to see the fruits of their skill. As the two Brothers raised the lid of the car trunk and began dividing the "catch" the amusement of the group became evident and several loud guffaws were heard. Unperturbed the boys started to count, "One for you, and one for me." One roll dropped and unwound at the feet of the gleeful audience, but it was retrieved and the division continued. Finally, with a quizzical look, one of the boys turned and said, "Y'know, you go right ahead and laugh, when most of you guys go fishin' what you catch can be measured with a foot rule, but us, we not only have the most unusual but the longest doggone catch in the history of fishin'. C'mon, Bud, gotta get goin' if we ever expect to finish this job tonight—One for you, and one for me . . ."

Antidote for Squeaks

"So you and your neighbor are not on speaking terms?"

"No. He sent me a can of oil to use on my lawnmower when I started to cut the grass at 6 o'clock in the morning."

"And what did you do?"

"Sent it back and told him to use it on his wife when she started singing at 11 o'clock at night."

This Modern World

YOUNG MAN: "Father, I've a notion to settle down and start raising chickens."

FATHER: "Better try owls. The hours will suit you better."

Quiet, Please!

"Waiter, will the orchestra play anything requested?"

"Oh, yes, sir."

"Well, ask 'em to play bridge."

Petersen Bros. Hayward Plant

Continued from page 3

Tractor Employees Association. Through July and August, meetings were held and a vote was taken which indicated that a majority of these employees favored affiliation with the Operating Engineers-Union, Local No. 3. The Tractor Employees Association was subsequently dissolved and the contract with Local No. 3 was signed on September 5, 1945. A new contract was signed in August of this year, granting substantial hourly increases covering all classifications of work. In all cases, negotiations have been carried out smoothly and amicably and the labor-management relationship has never been strained.

That's the picture at Peterson Tractor today, and the feeling is general that it is to the interests of all to maintain this cooperative spirit. For in this spirit of mutual responsibility lies progress, and in progress lies growth.

New Agreements

During the past month new agreements have been negotiated with the Peterson Tractor and Equipment Company of Hayward, the Buran Equipment Company of East Oakland and the Soule Equipment Company of Freight and Ferry Streets, whereby all the members employed in these plants received a substantial increase in wages. It is with a certain degree of pride that we make this report, for some of the brothers employed by these firms have received as much as \$3 per day increase in wages since becoming members of Local 3. All this has transpired in less than 18 months and has been accomplished through negotiations with the employers and with only one minor stoppage of work on the part of the employees of one of the above mentioned firms. We believe this is a definite indication of progress and a record which the members of Local No. 3 can point to with pride.

No Queues for Him

Just to show how the American spirit rebels against regimentation, there's the snatch of conversation overheard between an Army sergeant and a rookie.

"I suppose," sneered the sergeant, "when you get out of the Army you'll be waiting for me to die, so you can spit on my grave."

"No, Sarge," was the rookie's reply. "After I shed this uniform, I never want to stand in line again!"

Highway, dam installation work assures busy season for Redding area members

By E. A. HESTER

Business Representative

Redding—Harms Brothers and N. M. Ball are the low bidders on the road job between Shasta and Schilling. Their bid was \$496,627.40. This is going to be a good job. More than 500,000 yards of material to be moved along with 28,000 tons crusher run base and 640 tons asphalt paving. The job is scheduled to start right away.

Bids were opened September 4, 1946, on a Forebay Dam for Pacific Gas and Electric Company, near Fall River Mills, Shasta County, California. According to specifications, this job should run into a million and a half. About 200,000 yards of excavation.

Bing Gets Tululake

D. Gerald Bing, of Sacramento, was low bidder for the repair work on Tululake Dam, Lassen County. His bid was \$39,550.00.

Bids will be opened September 25, 1946, for the highway job between Cottonwood and Clear Creek. Quite a lot of canal work to be done on this job. This should be another good one.

J. P. Brennan of Redding, was low bidder on the Sewage Disposal Plant to be built in Redding. His bid was \$243,916.96. This work will start right away.

Ed Henry of Oakland, brought up six (6) LeTourneau pulls for the Phoenix Construction Company at Cottonwood. A lot of equipment is now working on this job and the job is scheduled to finish in about one year from now.

O'Conner Brothers of Red Bluff, was awarded the Bridge repair job across Churn Creek, about four (4) miles north of Redding. His bid was \$3,470.00.

Morgan Construction Company got another Seal Coat job in Modoc County. His bid was \$12,597. This company is now working on a Seal Coat job about thirty-five miles, between Pane Creek and Morgan Summit, Tehama County.

Get Big Road Job

Frederick and Watson Construction Company was recently awarded another road job near Chester, Plumas and Lassen Counties—\$367,267.00.

N. M. Ball and son of Berkeley, California, have started on their federal road job near Hayfork, Trinity County. This is about a \$200,000.00 job.

Harms and Brown are also well under way on their federal road job near Hayfork. They expect to finish by Christmas.

General Electric Company submitted the low bid for the installation of two (2) generators in the Shasta Dam Power House at \$181,080.60.

Utah Co. Starts Up

The Utah Construction Company is in full swing on their seventeenth (17) miles of new road job at Merrill, Oregon. This job should run late into next year.

Everything seems to be going okay on the Procter Dragline Rental job at Red Bluff. This job should last about another year.

E. B. Bishop is moving their plant and equipment in on their twenty-nine (29) miles of resurfacing job at Cedarville. Another long job.

Dredgers Join Up

All men working for Junction City Dredge Company of Junction City, California, have joined the union. They seem to be happy about it. We hope to do the boys some good there.

The Bureau of Reclamation is doing a lot of Construction work on Shasta and Keswick Dams. Several of our good members are involved.

Dismantle Jap Camps

McDonald and Kahn are dismantling a Jap camp at Tululake.

George Stacy now has two (2) draglines working on the Tululake project.

Grover Oaks of Redding recently completed his gravel plant and concrete block plant and has signed Building Trade agreement. We wish Mr. Oaks lots of success.

Brother Leo Farmer has turned in his Service Withdrawal card and is now working for Ray Byers on the P.G. and E. line job in Trinity County. Also Brother Alvin Lee Gates is working for Johnny Trisdale in Trinity County.

The Conservative

It is emotionally easier to be conservative. Conservatism is a defensive philosophy, and it is always simpler to conduct a defensive struggle than an offensive one. Besides, conservatism is self-organizing, to a certain degree; it is the only political philosophy which makes allies of inertia and apathy; no other can use them. It is easier on the psyche to be against a thousand things than for them; and, when one does not know where to go, it is natural to sit down.—SAMUEL GRAFTON.

Round-up of the news from Utah

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

Salt Lake City—In last month's issue we reported the signing of the Agreement with the Associated General Contractors. We again wish to comment on this agreement. With one or two exceptions which we believe will be cleared up within the next few days, our agreement with the A.G.C. is working out exceptionally well, the Contractors as well as the Union have put their shoulders to the wheel to make this agreement a success and we are more than pleased with the cooperation we have received to date.

At the present time all of our members are working and we are having some difficulty in filling special jobs and as so many of our jobs are far out in the country, as usual we always have some difficulty in filing these. We have considerable work at the present time

and new jobs are being let from time to time, some of them fairly large which are not being completed this fall and will start fairly early next spring. We have many small contracting firms just starting business, the larger majority of them are signing up with the union and going along 100 per cent, with only a small minority that have to be encouraged somewhat.

Rock, Sand Progress

We still have a great deal of work to do in the Rock, Sand and Gravel industry, but we are making good progress in this field. The O. A. Thorn and Sons, Parsons and Fife Construction Company, have both signed a state-wide Sand & Gravel Ready-Mix agreement during the past month and we are negotiating with other firms who, we believe, will be signed up within the next few days.

We will omit covering all the jobs in this issue as they are many and go into almost every corner of the state and it would take entirely too much time and space to enu-

erate them. The conditions on all of them are fairly good and are improving day by day.

Steel Negotiations

Negotiations have commenced with the Geneva Steel Company, under the new certification by the National Labor Relations Board. Preliminary analysis of the company's attitude (subject to change without notice) would lead one to believe that some needed changes can be made in the present agreement (the best in the steel industry). Organizational work shows good progress at the plant, with a number of departments reporting 100% or almost 100% membership in the A.F. of L.

The Grievance Committee has had marked success in the adjustment and settlement of grievances and disputes, especially in the departments restarting up and deserve our commendations and congratulations. The newly chartered American Federation of Labor Steel Workers Council of Geneva has begun to function and bids fair

to become one of the most important labor bodies in the State of Utah. It is a delegate body from the various unions at Geneva and the various departments and units of the plant and eventually will become the authoritative body for the workers at the plant.

New Equipment Firm

Brothers, I wish to call your attention to a recently organized equipment company in Salt Lake City. This is the FOULGER EQUIPMENT COMPANY, 1361 South 2nd West, Salt Lake City 4. We are now negotiating an agreement covering their shop work and undoubtedly will have many of our members working for them as time progresses. Our friend, Ben Lingenfelter is head salesman for this firm, many of you can remember the many favors Mr. Lingenfelter has done for members of our organization. Brothers, this firm handles a standard line of equipment, such as we operate every day and run a union shop manned by our members, REMEMBER THIS.

In next month's issue we will tell you of another firm in Salt Lake City who runs 100% union, dealing in equipment and if we are successful in securing agreements it will be our duty to let you know through this column who these equipment firms are.

FOR THE CONVENIENCE OF OUR MEMBERS AND THE CONTRACTORS WE HAVE PLACED A NEW BUSINESS AGENT IN THE OGDEN OFFICE. BROTHER LANGFORD G. OSTLER, IS THE NEW BUSINESS REPRESENTATIVE. His office is in Ogden and he is looking after the northern part of Utah. The officers of the union felt that the services to our members and the union contractors in this part of the state was not adequate, therefore, Brother Ostler was sent to Ogden to fulfill this vacancy. The office is located at Room 312, Keisel Building, Ogden, Utah. Phone number 2-6396. If you are in difficulty of any kind give Brother Ostler a ring and he will endeavor to adjust your difficulty.

Daily report of awards for construction jobs

(Compiled by P. E. VANDEWARK)
August 6, 1946

REDDING, Calif., contract awarded to A. Teichert & Son, \$4770, for furnishing & placing plantmix surface in state owned trucks & in stockpiles at various locations in Plumas County, Calif.

SOUTH SAN FRANCISCO, Calif., contract awarded to Union Paving Company, \$123,584, for construction of sanitary sewers, grading, paving, etc., Brentwood Subdivision.

LODI, Calif., contract awarded to Utah Const. Company, for construction of a cereal plant, between Lodi & Woodbridge, Calif.

August 9, 1946

EL CERRITO, Calif., contract awarded to H. L. Crocker Jr., \$39,371, for construction of sewers in Haveside Assessment Dist., El Cerrito.

SACRAMENTO, Calif., contract awarded to Piombo Bros. & Co., \$185,265, for 2.9 miles grading, etc., on Whipple Road between Canada Road & Alameda de las Pulgas, San Mateo County.

SAN FRANCISCO, Calif., sub-contracts awarded to M. B. McGowan for furnishing & driving creosoted piles for tank foundations, Islais Creek, sub-depot, Marine Corps Depot of Supplies, S.F.

SAN FRANCISCO, Calif., sub-contract awarded to M. B. McGowan for forming vertical holes for sanddrains for Calif. Division of Highways, S.F.

SAN FRANCISCO, Calif., contract awarded to M. B. McGowan for construction of berthing facilities, Islais Creek Plant, S.F.

CAMPBELL, Calif., contract awarded to A. J. Peters & Son, \$5725, for installing sewers in the district.

SAUSALITO, Calif., contract awarded to Biltwell Const. Co., \$129,600, for 96 family units at Sausalito, Calif.

August 13, 1946

PALO ALTO, Calif., contract awarded to C. Dudley DeVelbiss Const. Co., \$34,890 for construction of the So. Palo Alto trunk sewer line.

SAN RAFAEL, Calif., contract awarded to Marin Gravel Co., \$8500, for 8 miles seal coat on Point Reyes Light House Road & 2.5 miles seal coat on Dillon Beach Road in Marin County, Calif.

SAN RAFAEL, Calif., contract awarded to Marin Gravel Company, \$17,548, for 2.5 miles asphalt surface in Franks Valley & 1.0 miles surface on Sir Francis Drake Blvd., Marin County, Calif.

REDWOOD CITY, Calif., contract awarded to Calif. Paving Co., \$62,651, for grading, etc., on Hudson Street, between Woodside Road, Grand Street, between Roosevelt & Vera Aves. & on Lincoln Ave., between Fulton & Hudson Streets, Redwood City.

SAN RAFAEL, Calif., contract awarded to L. Bormolini, \$8372, for construction of reinforced concrete bridge, Frank Valley, in Marin County, Calif.

REDDING, Calif., contract awarded to C. C. Gildersleeve, \$4716, for const. sidewalks on existing bridge across North Fork of the Feather River in Plumas County, Calif.

SACRAMENTO, Calif., contract awarded to Minton & Kubon, \$12,258, for reconstruction of Farm Road undercrossing at Station 4100-75, four miles north of Vallejo, in Napa County, Calif.

August 14, 1946

SANTA ROSA, Calif., contract awarded to John C. Spoletta, \$3250, for installing of septic tank, force main & draining system, Sonoma County Airport, 8 miles n.w. of Santa Rosa, Sonoma County, Calif.

NAPA, Calif., contract awarded to Ed J. Tobin, \$3586, for installing sewer, 7 cast iron water mains in Napa.

OAKLAND, Calif., contract awarded to Olympian Dredging Co., \$140,125, for approximately 325,000 cy. dredging of berthing areas, N.S.D., Oakland, Calif.

SAN FRANCISCO, Calif., contract awarded to San Francisco Bridge Company, \$17 per cy. for 133,4000 cy dredging Sec. A & to Associated Dredging Company, \$266 per cy. for 42,500 cy dredging, for dredging San Rafael Cheek Channel, San Rafael, Calif.

DALY CITY, Calif., contract awarded to Harry Lee Plumbing Company, \$12,682, for installation of 8-in. steel water mains in 87th Street, Daly City.

August 15, 1946

SAN FRANCISCO, Calif., contract awarded to DeLuca & Son, \$48,828, for site work, including sewer, gas & water mains, electric lighting & street work, Crocker-Amazon Playground.

August 16, 1946

SAN FRANCISCO, Calif., contract awarded to Charles L. Harney, \$6559, for paving of Wawona Street, crossing of 39th & 40th Avenues, S.F.

SAN FRANCISCO, Calif., contract awarded to Charles L. Harney, \$2700, for paving of Wawona Street between 39th & 41st Aves., between 42nd & 43rd Aves., S.F.

SAN FRANCISCO, Calif., contract awarded to Fay Improvement Co., \$3814, for paving of Velasco Ave. between Santos & Castillo, S.F.

SAN RAFAEL, Calif., contract awarded to A. G. Rasich, \$35,972, for construction of 10-foot widening strip of so. side of 4th Street, & inst. storm drain system.

August 12, 1946

SUNNYVALE, Calif., contract awarded to Robert McCarthy, \$45,792, for 24 family units at Sunnyvale, Calif.

August 19, 1946

SACRAMENTO, Calif., contract awarded to Pacific Pipeline Const. Company, \$150,981, for installing approximately 14,000 new water mains in 45th & 46th Street, Sacramento.

SACRAMENTO, Calif., contract awarded to O'Connor Bros., \$2875, for repairing bridge across Churn Creek about 4 miles north of Redding, Shasta County, Calif.

SAN FRANCISCO, Calif., contract awarded to Fay Improvement Company, \$12,500, for paving IA Dist. Agriculture Association Livestock Exposition, S.F.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, Inc., \$2084, for paving, etc., of alleys between "W" & "X" Streets & 15th & 16th Streets, Sacramento.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, Inc., \$1134, for asphalt concrete paving of 1st Ave., from 25th Street, easterly, Sacramento, Calif.

SAN MATEO, Calif., contract awarded to L. C. Smith, \$209,098, for grading, paving, sewers, etc., in Hillsdale Subdivision San Mateo, Calif.

August 20, 1946

CARSON CITY, Nev., contract awarded to B. H. Stoutenburg & Morissette & Haukland, \$148,848, for 4.426 mi. grade, surf., strucs.

CARSON CITY, Nev., contract awarded to Strong Co., \$354,174, for 5.055 mi. grade, surf., etc.

STOCKTON, Calif., award to Stockton Const. Co., \$18,180, for streets, curbs etc., Veterans Housing Project, Arbor Park, Stockton, Calif.

SAN FRANCISCO, Calif., award Charles L. Harney, \$26,769, for const. Bayshore-Potrero connection, San Francisco Munic. Rwy.

SAN MATEO, Calif., contract awarded to Union Paving Co., \$53,452, for grading, paving, sewers, etc., in Laurel Village, San Mateo.

SAN MATEO, Calif., contract awarded to L. C. Smith, \$14,189, for grading, paving, sewers, etc., in Meadow Heights Subdivision.

SACRAMENTO, Calif., contract awarded to L. G. Lentz, \$22,920, for surfacing, etc., of Richards Blvd. & North 10th Street, Sacramento County, California.

STOCKTON, Calif., award recommended to A. E. Downer, \$3302, for const. storm sewers in Hawthorne Park, Stockton, California.

STOCKTON, Calif., award recommended to Stockton Const. Co., \$3995, for const. sewers in S. Lincoln St., Stockton.

STOCKTON, Calif., contract awarded to A. E. Downer, \$27,452, for const. sewers in Veterans' Housing Project, Arbor Park, Stockton.

SOUTH SAN FRANCISCO, Calif., contract awarded to L. C. Smith, \$43,174, for grading, surfacing, sewers, etc., in Mayfair Village, South San Francisco, Calif.

NAPA, Calif., contract awarded to E. E. Lowell, \$16,436, for grading, gutters, paving, etc., on 3rd St. from Coombs St. to Frances Bridge, Napa, Calif.

ST. GEORGE, Utah, contract awarded to M & K Corp., \$12,016, for const. 8 family units at Dixie College, St. George, Utah.

OAKLAND, Calif., contract awarded to Oliver M. Rousseau, \$919,930, for construction of family units in Oakland.

PROVO, Utah, contract awarded to United Eng. Co., & O. J. Sherer Co., \$489,400, for construction of 200 family units & 300 dormitory units at Brigham Young University, Provo, Utah.

EPHRAIM, Utah, contract awarded to M & K Corp. for const. 26 family units at Ephraim Snow College, Utah.

LOGAN, Utah, contract awarded to M & K, \$38,160, for const. 20 family units at Logan, Utah.

SAN FRANCISCO, Calif., contract awarded to M & K Corp., \$62,608, for const. 52 family units at Lake County, California.

STOCKTON, Calif., award recommended to Stockton Const. Co., \$15,979, for const. sanitary sewer in Sharp's Lane, Stockton.

STOCKTON, Calif., award recommended to Stockton Const. Co. for const. storm sewer in Seven Oaks Addition.

August 23, 1946

SAN FRANCISCO, Calif., contract awarded to Fredrickson Bros., Emeryville, by Pac. Gas & Elec. Co. for const. roads & rough grading of switchyard for new substation at Moraga, Calif.

CHOWCHILLA, Calif., contract awarded to Shumaker & Evans Const. Co., \$60,200, by Federal Public Housing Auth., S.F., for 50 family units.

SAN FRANCISCO, Calif., contract awarded to J. A. Bryant Co., \$177,300, by Federal Public Housing Auth., for const., of family units in Sonoma County, Calif.

SAN FRANCISCO, Calif., contract awarded to J. N. Pitcher, \$4 ft., \$280 total, by Dept. of Public Works, for test borings, Calif. Legion Palace of Fine Arts.

SAN FRANCISCO, Calif., contract awarded R. Flatland, \$2537, by Dept. of Public Works, for inst. trafif warning sign.

OAKLAND, Calif., contract awarded to Robert L. Wilson, \$26,850, by Port of Oakland, for const. of two nose hangers at the Municipal Airport.

MARYSVILLE, Calif., contract awarded to Harms Bro., Sacramento, \$4910, by District Eng., Calif. Division of Highways, for about 0.3 mi. repaired with plantmix surf., Colusa County, Calif.

NAPA, Calif., contract awarded to Edw. J. Tobin, \$1043, by City Clerk, Napa, for installing approx. 539 ft. 8-in. sanitary sewer. Only bid.

August 27, 1926

PITTSBURG, Calif., award to Pacific Pipeline Const. Co., S.F., for const. natural gas pipeline, from near Pittsburg to the Suisun Bay.

NAPA, Calif., contract awarded to Edw. J. Tobin, Berkeley, \$3460, (only bid) by City Clerk, Napa, for const. conc. sewer.

SAN ANSELMO, Calif., contract awarded to F. E. Young, Berkeley, \$35,000 (approx.), by S.F. Theological Seminary, San Anselmo, for const. 0.75 mi. grade & surf. roadway; landscaping & const. sewage & water utilities.

REDDING, Calif., award recommended to J. P. Brennan, \$243,917, by City Clerk, for const. reinf. concrete sewage plant & an outfall sewer.

EUREKA, Calif., contract awarded to C. E. Johnson, \$3947, by City Clerk, for const. timber trestle over Canyon Creek on the road from Eureka to the Mad River Dam.

STOCKTON, Calif., contract awarded to Stockton Const. Co., \$3995, by City Clerk, for const. vitr. sanitary sewers.

STOCKTON, Calif., contract awarded to A. E. Downer, \$3302, by City Clerk, for const. of concrete storm sewers in Hawthorne Park.

STOCKTON, Calif., contract awarded to Stockton Const. Co., \$35,650, by City Clerk, for const. concrete storm sewers in Seven Oaks Addition.

STOCKTON, Calif., contract awarded to Stockton Const. Co., \$15,979, by City Clerk, for const. vitr. sanitary sewer in Sharp's Lane.

SAN FRANCISCO, Calif., contract awarded to Associated Eng., \$73,797, by Board of Park Commrs., Golden Gate Park, for installation of an irrigation system.

STOCKTON, Calif., award recommended to L. H. Leonardi, \$4014, by City Clerk, for const. elec. distrib. system to serve 2nd unit, Veterans' Housing Proj., Arbor Park.

August 26, 1946

VALLEJO, Calif., contract awarded to C. M. Syar, \$7933, (only bid) by City Clerk, for asphalt concrete paving, etc., on portion of Sheridan St., Vallejo.

SACRAMENTO, Calif., contract awarded to D. Gerald Bing, \$39,550, by Div. of Water Resources, for repairing Tule Lake Dam & Diversion Wks., in Lassen Co., Calif.

SACRAMENTO, Calif., contract awarded to J. R. Armstrong, \$101,210, for 1 mi. widen & A.C. pac., etc., at San Pablo between Wild Cat Creek & San Pablo Creek, Contra Costa Co.

EUREKA, Calif., contract awarded to Mercer-Fraser Co., \$24,096, by County Clerk, for sph. roadmix surf. in Road Dist. 5, Humboldt Co.

RICHMOND, Calif., contract awarded to Sinerton & Wahlberg Co. and to Ben C. Gerwick, Inc., by Standard Oil Co. of Calif. for construction of two buildings on the Richmond long wharf terminal.

ATHERTON, Calif., contract awarded to L. C. Smith, San Mateo, by City Clerk, for grassing, etc., on Euclid and Marymont Ave.

BERKELEY, Calif., contract awarded to Ed J. Tobin, \$2993, by City Clerk, for constructing storm sewer on Hillcrest Rd. from culvert east of Claremont Ave. to west of Eucalyptus Rd. in Berkeley.

August 23, 1946

MARYSVILLE, Calif., contract awarded to R. Flatland, \$18,668, by Dist. Engr., Calif. Div. of Highways, for inst. of traffic signals on Del Paso Blvd.

PALO ALTO, Calif., contract awarded to T. M. Blomquist, \$2607, (only bid) by Ravenswood Elem. Schl. Dist., No. Palo Alto, for re-surf. tennis & basketball courts at the school.

WILLITS, Calif., contract awarded to M & K Corp., \$101,136, by Federal Public Housing Auth., for const. 84 housing units at Willits, Calif.

LOGAN, Utah, contract awarded to M & K Corp., Financial Center Building, \$38,160, by Federal Public Housing Auth., for const. of 20 family units at Logan, Utah.

August 29, 1946

SACRAMENTO, Calif., contract awarded to Harms Bros. & N. M. Ball, Sons, (jt. venture) \$494,627, by Calif. Div. of Hwys., Sacramento, for 4.6 mi. grade & plantmix surface on crusher run base between Schilling & Shasta in Shasta Co., Calif.

SAN FRANCISCO, Calif., contract awarded to J. H. Mohr, Inc., \$415, by Dept. of Public Works, City Hall, S.F., for sandblasting all granite in monuments at Battery & Market St., & monument at Mason & Market Sts., San Francisco.

(Continued on Page 8)

Daily construction awards

(Continued from Page 7)

SAN FRANCISCO, Calif., contract awarded to R. Flatland, \$3274, (only bid) by Dept. of Public Works, S.F., for installing traffic signal system at 3rd and 16th Sts., San Francisco.

SPRECKELS, Calif., contract awarded to Leo Epp, \$24,000, by Federal Public Housing Auth., S.F., for construction of 20 family units at Spreckels, Monterey County, Calif.

HELPER, Utah, contract awarded to M & K Corp., S.F., \$28,896, by Federal Public Housing Authority, for construction of 24 family units at Helper, Utah.

Sept. 3, 1946

SACRAMENTO, Calif., contract awarded to J. R. Reeves, \$10,156, by City Clerk, for paving, etc., V St. from west line of 53rd St. to west line of 57th St.

SACRAMENTO, Calif., contract awarded to Alyn Burr Co., \$2790, by City Clerk, for resurfacing tennis courts, McKinley Park.

SACRAMENTO, Calif., contract awarded to A. Teichert & Son, \$2085, by City Clerk, for paving, etc., of alley between I & J Sts. from east line of 30th St. to west line of Alhambra Blvd.

SAN JOSE, Calif., contract awarded to Dan Caputo, \$4655, by County Clerk, for const. of reinf. concrete culverts on Center & Guibal Aves.

LOMITA PARK, Calif., contract awarded to Patrick R. Kelly, \$16,325, by Lomita Pk. & Capuchino Sanitary Dist., for const. of interceptor sewer.

REDWOOD CITY, Calif., contract awarded to Union Paving Co., \$19,985, for grading, paving, curbs, gutters, etc. in Redwood Village.

LOMITA PARK Calif., contract awarded to Freethy-Fogelberg, \$41,803, by Lomita Pk. Capuchino

San. Dist., for const. of san. sewerage pump, plant, force main, etc. & san. sewer interceptor.

SAN FRANCISCO, Calif., contract awarded to Adam Arras & son, \$7238, by Board of State Harbor Commissioners, for const. reinf. conc. drop table pit at roundhouse opposite Pier 27.

Sept. 4, 1946

SAN RAFAEL, Calif., contract awarded to Mario Bottini, \$6000, by City Clerk, for const. of storm drain on Alpine & Nevada Sts.

SUNNYVALE, Calif., contract awarded to H. G. Wanderer, \$2390, by City Clerk, for const. of softball field lighting system at City Park.

Sept. 5, 1946

SAN FRANCISCO, Calif., contract awarded to Edw. J. Tobin, \$50,429, by Public Utilities Com. for installing mains and services in Apparel City, Oakdale Ave., betw. Bayshore & 3rd.

Sept. 6, 1946

SAN CARLOS, Calif., contract awarded to Clements & Co., \$39,646, by City Clerk, for grading, concrete curbs & gutters & armor coat surfacing on various sts. in Harbor Additions.

Sept. 10, 1946

SAN FRANCISCO, Calif., contract awarded to Morrison-Knudsen, Inc., by Pac. Gas & Elec. Co., for const. of a forebay dam & related structures for the Pt River No. 1 Power Plant on the Fall River in Shasta Co., Calif.

Sept. 11, 1946

STOCKTON, Calif., award to A. Teichert & Son, Inc., \$60,046, by City Clerk, Stockton, for grading, paving etc.

OAKLAND Calif., contract awarded to McGuire & Hester, \$4747, by Port of Oakland, for const. of a sewer at the foot of Fallon St.

STOCKTON, Calif., contract awarded to A. Teichert & Son, \$39,849, by City Clerk, for grading, paving, etc., on Charter Way from Wilson Way to Pilgrim.

SALT LAKE CITY Utah, contract awarded to Contracting Corp., \$39,966, by City Recorder, S.L.C., for const. sewer.

Sept. 12, 1946

SACRAMENTO, Calif., contract awarded to Sam Bisset, \$7830, by State Div. of Arch., for const. of a power line to Berryessa Peak Lookout Station, Napa, Calif.

VALLEJO, Calif., contract awarded to Geo. Mahoney, \$1473, by City Clerk, for conc. paving, etc. of Quincy Alley.



American Red Cross photo

IN ACTION WITH RED CROSS—Honolulu, T.H.—Marshall L. McEuen, member of the International Typographical Union and past president of Local No. 37, Honolulu, was appointed a member of the Hawaiian Chapter Red Cross advisory committee following the devastating tidal wave of April 1. Awards approximating \$400,000 were still being made in July, and materials were being finally assembled to rebuild homes lost. "I have seen the Red Cross in action," he said, "providing assistance to my neighbors of every race, creed, and color."

Shows 'impaired worker' really cuts the mustard

WASHINGTON, D. C.—Impaired workers who are placed in jobs in which their impairments are not handicaps do as well—and frequently better—than so-called "normal" workers. That conclusion is reached in a preliminary survey by the Bureau of Labor Statistics, U. S. Department of Labor, which shows that impaired industrial workers are just as efficient as unimpaired workers, produce as well, lose no more time, are injured less frequently and stay on the job longer.

With the increasing need of absorbing into the nation's industrial life several hundred thousand permanently impaired veterans, BLS is gathering factual reports directly from the records of industrial plants. Records of unimpaired and impaired workers are matched on every important point—production, absenteeism, accident hazards, and performance in general. These studies are continuing in cooperation with the Veterans' Administration.

The survey to date covers the performance of 908 impaired workers who were matched with 1165 unimpaired. Only serious impediments were studied.

The BLS survey shows that the average weekly output of impaired workers was 2.8 per cent better than that of unimpaired workers on the same job. The performance of impaired workers excelled in every one of the plants which had a careful placement program. It fell below that of unimpaired fellow workers in one of the plants without a placement program.

Impaired workers produced 3.6 per cent more for every hour worked than did their unimpaired co-workers on the same jobs. The significance of careful placement is emphasized by the fact that the efficiency of impaired workers was better in each of the plants which had a good placement program. In

some of the plants without such a program, the reverse was true.

The number of work injuries per month per 100 workers was identical for both impaired and unimpaired workers. Each had 20 injuries, practically all of which required only first aid. In 5 plants with careful placement programs, impaired employees had 20 work injuries against 21 for the unimpaired, with lower rates in 4 plants out of 5. Where there were no careful placement programs, impaired workers averaged 18 work injuries per 100 workers per month against 14 for the unimpaired.

In absenteeism the difference between the two groups is negligible. Scheduled work hours lost because workers were absent because of illness or for other reasons amounted to 3.2 per cent for impaired workers and 3.3 per cent for unimpaired.

Separation figures, representing only voluntary quitting by workers at a time when labor turnover was very high, show that for every 4 impaired workers who left their jobs, 10 unimpaired workers quit. Thus the quit rate for unimpaired workers was 2½ times that of the impaired.



News from the San Francisco office

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

San Francisco—American Bridge Co. at Hunters Point have about completed the steel erection on the boiler and plate shop and are using most of their rigs on the erection of the largest hammer head crane ever erected. This crane has a capacity of 450 tons. It is over 100 feet in height. There are two high traveling derricks, two low travelers, and several crawler rigs working on this job, with old-timers like Brothers "Red" Hall, Leonard Wans, Nick Thill, Bill Karns, operating these rigs. Otto Shultz is superintendent for A. B. C.

Eaton & Smith have several rigs working on the Clipper St. extension, one shovel and several cats being kept. The brothers have a little trouble now and then finding the job. As the job is up on the south side of Twin Peaks, it sometimes becomes lost in the fog and the brothers experience considerable difficulty, on occasions, early in the morning locating the job.

Those Graveyard Blues

Charles Harney still has a large number of cats, jeeps and pulls working in the old cemetery at the end of Post St., and the brothers on the job have learned to expect to see most anything being dumped out of the scrapers and pulls, that is anything from an old human

skeleton to a headstone. They tell us that brother Ernie Ryd has developed an intense dislike for old skulls. Brother Jim Lewis is foreman on the job for Honest Charles.

Piombo Bros. have a large excavation job at Hunters Point, to make way for new service piers. They have four Northwest draglines working two eight-hour shifts; also three cats and a blade. Brother Jack O'Brien is foreman on the job, with "old timers" like Brothers Harvey Freeland, George Freeland, Sam Moore, Ed Barrington and others really throwing the muck.

Mission Rock Job

Healy-Tibbetts have started their Mission Rock fill job. The rock is being loaded on barges at South San Francisco and towed up to Mission Rock where it will be shoved off the barges by a bulldozer. Brothers George Baker and Ernie Mannerstrom are on the unloading end of the job and Brother Smith is on the shovel at the other end. Healy-Tibbetts also have quite a large sewer job on Army St., off Potrero. Brother Dave Byer is handling the Marion on this job with a set of swinging leads.

Swinerton & Walberg have commenced foundation work on the Matson Bldg. on Main St. now that McGowan has finished the pile driving. At present there are three engineers on the job on pumps that run 24 hours a day.

Dinwiddie Busy

Dinwiddie Const. Co. have several large building projects in operation at the present time. The new I. Magnin Bldg. at Geary & Stockton has eight brothers busy running hoists, house elevators and compressors. The large concrete warehouse at 16th and Harrison is rapidly nearing completion, with some hoist work yet to be done.

M & K Corp. have several large jobs in operation at present. One of the largest is the sewer and street car track job on Church St. Brothers Bill Martins and Vern Dickenson are the operators of the Northwests there. Brother Al'Guspari is foreman on the job. On the 17th St. sewer job, Brothers "Toby" Davis and "Scotty" McLennon are hard at it once in a while, trying to stay out of each other's way.

Cahill Const. have two bldg. jobs in operation at present. Their own bldg. on California St., which will be a modern office building upon completion, is keeping two brothers busy running hoists. Cahill's new job, the extension to the Furniture Mart, is just starting, they have one truck crane excavating and pouring foundation slabs. Devencenzi Bros. just recently completed the main excavation work.

Sewer, Conduit Work

Lowry Paving Co. has a considerable amount of sewer and underground conduit work in operation on Geneva Ave., San Jose Ave. and down in the financial district. These jobs keep about twelve of our brothers busy every day in-

cluding running the hot plant. Brother Bill Brown is yard foreman, with Cal. Relyea feeding the plant and Vic Lowart busting nuts about the jobs. Frank Calahan, gen. supt. for Lowry, hasn't run out of spit yet. He still manages to lay the dust every time we get into difficulties with him.

Barrett & Hilp has two jobs in operation. One on the Apparel City project and an emergency housing job at the Crocker Amazon playground on which they have several rigs working keeping quite a few of the brothers busy.

Harney, Rothchild and Haas have the largest portion of the Apparel City project, which consists mostly of concrete buildings which results in a minimum of equipment being used.

Ship repair has slowed down to a bare minimum with very few of the brothers now employed in the yards. Western Pipe completed their last new boat and delivered it to the new owners. They have a small amount of repair work on a few ships. Bethlehem has very little repair work, at present quite a few of the brothers are being laid off. United and General Engineering have a small amount of repair work.

With the Brothers

Brother Ed Vadnais was a recent visitor to the office, after spending two years in South America.

Brother Robert Peterson, who suffered a loss of one leg at the Golden West Quarry, is still confined to Mary's Help Hospital, and

now it is necessary to remove his other leg. We are hoping for his rapid recovery.

Brother Jimmie Brien was in and deposited his service withdrawal card after spending quite a length of time in the service.

San Mateo District—Business for the Engineers continues to be good thru-out the entire Peninsula District.

Bayshore Freeway Bids

Bids were to be opened for five and one-half miles of Bayshore Freeway on Sept. 18th. This job will employ quite a number of the members of the union.

Piombo Bros. were awarded the contract for the grading and re-aligning of Whipple Road between Woodside and Redwood City, this firm also has the job on the overpass on the Bayshore Freeway at South San Francisco.

The Guy F. Atkinson Co. is getting along very well with its Highway job at Broadway, Burlingame.

At the San Francisco Airport the Macco M & K Corp. are operating at full production. They are working three shifts on this job, six days per week.

All of the quarries in the area are busy, also the California Paving asphalt plant & quarry at Half Moon Bay.

The contract for the County road job at La Honda was awarded to Peter Sorenson Co. of Redwood City.

All of the local contractors in the district are busy, with new projects starting daily.