The costs were great, and the opposition stiff, in many cases, but through the strong arguments for a massive and well-planned water project by Gov. Edmund G. Brown, A major step forward was taken in bringing reality to the much-needed project.

In 1960 California’s population was 28 million. Today, it stands at 35.7 million, and will double in the next 20 years, estimates show.

Present estimates indicate that net annual water requirements by 1980 will be 6 million acre feet greater than those in 1960. Newly authorized federal projects and other federal and local projects foreseen, will provide sufficient water to meet the 1980 requirements.

But the struggle has not been easy. It has taken, the efforts of a conscious and determined administration with foresight concerning California’s growth to realize the importance of planning not only for today, but for tomorrow’s generations.

And this foresight not only encompasses the water supply itself, but employment for construction and trades people, who contribute a large share of the labor market in the state.

Members of the Operating Engineers Local 3 have benefited immensely from the massive project, in constructing such structures as the Oroville and San Luis Dams, several pumping stations and a host of generating facilities, including Shasta, Pol­ som and Trinity.

From the state’s Delta pumping station an aqueduct will end up to Southern California going down the west side of San Joaquin Valley, with a series of pumping plants raising the water to 1,100 feet above sea level at the foot of Tehachapi Mountains.

Said WATVR, in Part 7
Local 3 Mourns Peterson Death

The officers, members and friends of the Operating Engineers Local 3 mourned the passing of a good member and former officer on Sept. 26. H. T. "Pete" Peterson, who had been a member since 1937, died at his home in San Jose. Brother Peterson had served a lot of history TAR in his tenure as a member and officer of the Operating Engineers. He was a reader during the struggle to get the organization established, when other labor unions were trying to gain jurisdiction over heavy construction workers. He had been a force in rightfully keeping the cranes in the Bethlehem-Alameda shipyards in Local 3's jurisdiction before the beginning of World War II.

During the war, Brother Peterson served in the Pacific as a member of the U.S. Army Corps of Engineers, where he held the rank of Major. Upon his return, he was assigned to Fresno. Later, he returned to San Francisco, then to San Jose and in Stockton as a representative. He was later elected Treasurer of Local 3, a position he held until 1960.

At that time, working rules, health and welfare, a pension fund and an apprenticeship program had been written into the agreement. Membership had jumped from 3,700 to some 20,000 to become the largest single building and construction trades local in the world.

Ida, Brother Peterson's widow, wishes to thank the officers, members and friends who have been so helpful during this time of need.

Brother Peterson is survived by his widow, Ida; three sons, Pete, Jack and Ray, who are all involved in the construction industry and six grand children.

Funeral services were held Sept 27 in San Jose. Pallbearers were Paul Edgcombe, Local 3's current president, Financial Secretary A. J. Buck Hope, District Representatives Bob Skid -2- and Russ Simmons and business agents Harley Davidson and Lynn Moore.

Burial was in Golden Gate Cemetery, Millbrae.

I. J. NEELEY
still Trustee

F. O. WALKER
Trustees elected

H. T. PETERSON
.. death mourned

ERNEST NELSON
.. named Conductor

JOE MILLER
.. wins Guard Post

HAROLD HUSTON
.. Auditor wins

WALTER TALBOT
.. Auditor retained

BILL RANEY
.. Auditor again

AL CLEM

On behalf of the Officers and Executive Board Members, I would like to take this opportunity to thank all of you who participated in our recent election and, more specifically, to thank those who helped return the incumbents to office by casting their votes for them.

We know that as long as democracy prevails in a Local Union and elections are conducted in compliance with all the laws, such as those in Local 3, we will continue to have a strong Local Union where we can work to further the economic gains of the members and their families, enabling them to enjoy a better way of life.

We have another important election on November 8. I urge all of you to exercise your American right to vote for the candidate of your choosing.

As long as we know what the candidates stand for and the issues involved, we can then go to the polls and vote intelligently. In other parts of the paper you will see the candidates endorsed by C.O.P.E. in the various states where Local 3 has jurisdiction.

When C.O.P.E. makes its endorsements, the candidates' records are reviewed. Many times we are fooled by empty promises by candidates who know nothing of the issues.

In some instances, untried politicians who have never held office are seeking the highest office in the States. We wonder what would happen if the people were fooled by these blowhards who make empty promises who are unable to deliver.

When you study the American history, you find that generally when there is depression or recession, it is caused by those holding office who have had very little experience in government.

We again urge you not to be swayed by your emotions, but rather to cast your vote for the candidates who have proved their worth. As Samuel Gompers so said, "Labor should support its friends and defeat its enemies."

I attended the General Executive Board Meeting last month in Las Vegas. At the open session, General President Wharton delivered a very informative address. General Secretary-Treasurer Crippen spoke on the duties of his office. Executive Vice President Nolan spoke on jurisdiction and organizational matters.

The biggest problem we face is that of jurisdiction and, of course, when we speak of jurisdiction, we are speaking of job opportunities for the members of our Union. The public claims there is full employment in the United States. However, we know by reading the out-of-work lists this is not always true.

I would like to take this opportunity to urge every member to notify the business agent or steward immediately when they see people who are not members of the Union operating equipment under our jurisdiction.

By this method we can make a job for another member of Local 3.

In the past you have received cards showing the number of hours reported by the various Employers for your Health-Welfare, Vacation and Pension payments.

We have recently run a check and found that there are some Employers who are delinquent in their payments to the various funds. At the next reporting cards mailing, we urge you to check the hours shown with your time records and see if the amounts correspond. While the number of Employers who are cheating is not too large, every hour which is not reported for you means that you are not receiving all the benefits to which you are entitled under the terms of our Collective Bargaining Agreement.

As we reported to you in the last issue of the paper, we intend to accelerate the Steward Program. As a result, there will be a series of Steward meetings in the various areas during the following months.

I would like to ask all Stewards to make a special effort to attend these meetings, as I am sure the information that will be disseminated will be of interest to you.

We are still working on our Safety Program. We realize there is much to be accomplished, as there has in the past. We were pleased with the attendance at the meetings, and you will note that the schedule for future meetings will appear in the paper from time to time.

We urge all of you interested in safety, and I am sure we all are, to make a special effort to attend these meetings where you can express your views to this most important subject.

It is gratifying to note that our Credit Union is progressing as well as can be expected, and since the interest rates have been increased by the lending institution, I urge all of you who are anticipating buying a car, boat or trailer and do not wish to use all your surplus cash to contact the representatives of the Credit Union.

During the month of September there were 3,538 members dispatched to the various jobs.

There were 17 long form and 40 short form agreements signed, making a total of 77.

Let us forget the date at the polls.

TUESDAY, NOVEMBER 8

HAROLD LEWIS
.. Trustee retained

ERNEST NELSON
.. named Conductor

I. J. NEELEY
.. still Trustee

F. O. WALKER
Trustees elected

H. T. PETERSON
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JOE MILLER
.. wins Guard Post
COPE ENDORSEMENTS

For good government and an administration cognizant of Labor's needs, we, in cooperation with COPE, support these endorsements which we consider favorable, be considered in the forthcoming November election.

CALIFORNIA

STATEWIDE

Governor: Edward G. Rown (D)
Lieutenant Governor: Greta M. Anderson (D)
Attorney General: Thoma Lynch (D)
Controller: Alice Cranston (D)
Secretary of State: Norbert A. Schiel (D)

FOR CONGRESS

1. Thomas T. Glover (D)
2. Harold T. (Blas) Johnson (R)
3. John E. Moss (D)
4. Robert L. Leggett (D)
5. Phillip Burton (D)
6. Lorraine Grimes (D)
7. Jeffery Cahalan (D)
8. George P. Miller (D)
9. Dan Edwards (D)
10. George Lopper (D)
11. Mark Sullivan (D)
12. Gerald Barron (D)
13. Young Fong (D)
14. Jerome W. Waldie (D)
15. John J. McFalls (D)
16. Jack Thompson (D)
17. Cecil R. King (D)
18. Staggers (D)
19. Chet Holifield (D)
20. Raymond Frentz (D)

FOR STATE SENATE

District 1
1. Randolph Collier (D)
2. Jack Hallman (D)
3. Stephen P. Rus (D)
4. Young Fong (D)
5. Albert S. Rodda (D)
6. George L. Bickley (D)
7. George Miller, Jr. (D)
8. William Byers Ramsey (D)
9. J. Eugene McNamee (D)
10. A. M. Doak (D)
11. Nicholas C. Petchin (D)
12. F. L. Mills (D)
13. Alfred E. Alquist (D)
14. Ted Koff (D)
15. James A. Coby (D)
16. Opal (D)
17. Fred S. Farr (D)
18. Walter W. Bierba (D)
19. Eugene G. Nisbet (D)

STATE BOARD OF EQUALIZATION

District 1
1. George B. Reilly (D)
2. John W. Lynch (D)

STATE ASSEMBLY

District 1
1. Pauline L. Davis (D)
2. Frank P. Bertelli (D)
3. Larry F. Greene (D)
4. Richard D. Hammer (D)
5. John J. Dunlap (D)
6. Eugene A. Chaplin (D)
7. Owen (D)
8. Walter W. Pecore (D)
9. Harry S. Pang (D)
10. Norman T. Ketner (D)
11. John T. Kruger (D)
12. Opal (D)
13. No Endorsement
14. Robert W. Crow (D)
15. Harry E. Lang (D)
16. Edward Andrewso (D)
17. No Endorsement
18. Charles K. Greene (D)
19. Charles W. Meyers (D)
20. W. L. Allard (D)
21. John N. Cooley (D)

District 2
1. R. D. Boggs (D)
2. John VanBenello (D)
3. William F. Blanton (D)
4. Carl J. Bratton (D)
5. Leo H. Yen (D)
6. Jack P. Chafee (D)
7. C. W. Wilcoxson (D)
8. No Endorsement
9. No Endorsement
10. George N. Zevonick (D)
11. Thomas J. Halley (D)
12. Alan G. Pattee (D)
13. John C. Wooten (D)
14. Winfield A. Sheebeer (D)
15. Ken MacDonald (D)
16. Curley Y. Perdue (D)
17. Howard S. M. Zulius (D)
18. Winfield A. Sheebeer (D)
19. John C. Wooten (D)
20. Edward R. Elliott (D)

APPRENTICESHIP CORNER

School Days—Rooms Full

By DANNY O. DEES

The door has been thrown open and the bell is tolling, and the students and apprentices are beginning to bolgia with new apprentices.

In Nevada, with its first Apprenticeship program, instructors observe a great deal of credit for tackling a difficult job.

The same holds true for instructors, as the students have spent a lot of time and effort and knowledgeable influence in getting the boys through their classroom phase.

A new school year began Sept. 18 in Central City, Nevada. Those who attended last year established an enviable attendance record, but as many may need to last year can testify, too many apprentices are called in to discuss absences.

Let's see you only when you are due for advancement.

Full classes have begun in Oakesburg, with the intention of obtaining better attendance. No. 4.

At Central College in Hayward, 29 students were enrolled in last year's classes, and at Las Vegas College, 360 students took part with a 92 per cent attendance.

Many Apprenticeship classes that they were working out of town, but with the new correspondence system, there is a little more open for young men to work at home. Correspondence studies are designed to dovetail with classroom work.

In San Francisco, classes are underway at John O'Connell School with Bertha Zimmer as the instructor. Bertha is a marine mechanic with Hays and Han.

She will be instructing three classes in one classroom.

Two classes will be conducted at the College of San Mateo with Jack L. Pfeiffer, Phlebguean Construction, as the instructor for the third year and Roger Oland, Carpenters Union, for the first year. McCoan acting as instructor for first and second year.

A few weeks ago, Francis Johnson, who was called away last year's session last year, there were 65 members present, representing 1,000 years of membership in Local 3.

This kind of hatching supports building a strong apprenticeship program, but the need for instructors continues to face us.

Classes are underway at Fresno Community College, and the need for instructors here is a function of the classes in progress.

The fresno Center has opened its second session and is now expanding to meet the need.

A few weeks ago, the fresno Center had 19 apprentices working, as some from Bremo.

There are 31 indentured apprentices in the Redding area, with 13 having class one driver's license.

The class one license has made the work situation a bit more pleasant for them.

To obtain a class one license, an apprentice must take a written test and physical before taking the road test, and he must furnish his own vehicle.

On the safety scene, try this out for size.

An apprenticeship from another area, who was transferred by his employer, was driving a $1,000 service truck for Doralta.

He started early in an effort to make the long drive during daylight hours.

About 40 miles from his destination, along a narrow, winding road, used mostly by logging trucks, the youngster encountered a logging truck, fully loaded, either coming down the hill too fast, or down the road.

This spillage of goods onto the street appeared to be a boulder shoulder. But it was only heavy, the truck carrying 500 gallons of gasoline, 200 gallons of diesel fuel, and barrels of various greases and oils, slipped off the 16 inches of shoulder, and rolled 400 feet down the embankment—no explosion.

The Apprentices received just minor bruises and a good scare.

The cab doors flew open and both men made it out of the truck and flagged a ride. The logging truck didn't stop.

No one really knew just a little or a trace of an accident, and if the young man had been seriously injured, he might have had to wait those three days before being found.

Drive safely.

A CHRISTMAS BESTWISH

Just In Time—A New Freeway For San Mateo Work Force

By BILL RANVY, MIKE REYNICK, BART FRAKEL, AND RICH BAKER

Bids will open Oct. 13 for an eight-lane freeway, ramps and frontage roads, the State of California Transportation Agency, Department of Public Works and Division of Highways has announced.

The concrete and asphalt roadway will originate just west of Woodside Road. It will require over 200,000 man hours and 13,150 barrels of treated base cement, averaging six inches thick and construction of four bridges.

Construction of this project will come at a critical time of keeping, many Operating Engineers Employed during the winter.

This miles Junipero Super Freeway between the present Santa Marie Freeway bridge and the two job complex under construction by Guy F. Atkinson and the McSherry Bros., respectively.

Flomco Construction was low bidder. Officials say this project will end in 1957.

All those interested in this project are welcome to attend. The meeting will be held in the section in the subdivision due to the money policy.

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Water Flows, Fruit Grows

By HAROLD HURSTON, W. E. WEEKS, WILLIAM E. METTE and BOB WAGNON

MARYSVILLE—Ten thousand acres of orchards in Arbuckle will soon receive the benefits of a $4.6 million water project, now 98 per cent complete.

The project, long a dream of the area's residents, is now a reality, and will provide ample water to irrigate the farm's crops.

Project Manager Terry Lacha, William Construction, Phoenix, Arizona, said his company has only 100 days to complete the first phase, costing $1,481,000.

Joe Padgett, superintendent for Williams, has been a pipefitter for more than 30 years.

Formerly with S. A. Healey, Michigan, Padgett has installed pipelines throughout the United States. To the man who has worked under him, he is considered "a prince of a fellow."

The West Side's story isn't as bright as could be, but credit projects have come to an end.

The big freeway job in the north end, Peter Emerson freeway project and Frederickson and Watson's jog, is complete, for all practical purposes.

Boyle Brothers drilling job above Alder springs is complete. The drilling rig is being moved to Arizona. This project provided around-the-clock employment for many Operators, over a nine-month period.

Rock Plants and shops are still providing much-needed work. Local companies are trying to complete as much work as possible before the wet winter season.

Numerous small projects are being completed in and around Rich City.

The new Yuba City hospital is beginning to take form as the brick walls are being erected. This project will continue with some power, providing some employment possibilities.

A new water project in Arbuckle will soon provide ample water for 10,000 acres of orchards and other agricultural land. The project, 98 per cent complete, cost $4.6 million.

Guam Hears

Thunderous Building Boom

By RALPH WILTON, TOM TAPP, JUAN BASAUTA and JADY J. VILLANUEVA

AGAIN—The building boom is still sounding on Guam, a Pacific island, where Kaiser Hawaii Kai is going at top speed. The firm has completed 200 homes, and has many others in progress, which are being built by Local 3 members.

But the news we have been proud of concerning Agriculture during 1966.

According to the company's chairman, Guam's one-year agreement comes up for negotiation in November. The members are enthusiastic and are looking forward to a much better agreement. Brother Primo Valera is shop steward.

And the new agreement is being negotiated in Honolulu by Harold Lewis, union district representative. Members here, also, are anxious for a better agreement. They reportedly were promised some top benefits by management, and will be the first to keep them from voting for Union representation.

Construction Auto Sales is now 100 per cent Local 3, including the owners. Relations with the Hawaii CWA are excellent, and a three-year agreement is in effect including Union security, progressive wage increases and other outstanding benefits.

Manuel Dula, manager and owner, is an experienced busi nessman in Guam and we look forward to many years of Col- Hears, relations with him and his company. Brother William Miller is shop steward and a member of the grievance committee.

Renegotiation with AATK, and Construc tion, is expected in December. Additional benefits will be asked, providing better coverage for the members. Several educational meetings have been held, with encouraging support by the Brothers. Brother Teodoro E. Partinana and Lu- dito C. Feu affectionately refer to the negotiations as "the excellent job."

Progress is being made in signing up employees at the Com merical Port of Guam. Store- dores are being signed every day, and it appears 500 downtown members will be organized before long.

Would You?

A woman visiting a 100 per cent complain ed to one of the attendees that there were no monkeys in the market area.

"They all live in the house," he explained. "You see, this is the monkey season, and monkeys come out during such times."

"Oh, I must see them," the lady begged. "They must be very close to our building if they come out in such numbers."

"I don't know," the atten dant replied, "would you?"
SALT LAKE CITY — The motorists in and around this city noted some relief from the traffic jamming if the Interstate 80 from Parley's Canyon to Interstate 15 and from E - 15 to Kirtland Road should be completed and opened this fall.

Interstate 80, now complete to $300 million South to 100 South, should relieve the congestion at the 2300 South turnoff.

One large four companies had bid in the bidding, with apparent low bidder being Northwestern Engineering, Rapid City, S.D. Their bid was reported at $59.85 million. Preliminary estimate, given at $57.77 million. It is reported Northwestern Engineering specialties in large construction projects.

LARGEST PROJECT

The largest single road project planned to be started this fall is the 1-80 highway project from Echo Junction to Emery, Utah. Some 1,100 miles of this road is part of the Interstate Highway System.

MICHIGAN STATE

Harry C. Husted, state director of highways, defends the state, noting that in utilization of federal dollar available for highway projects through the state, noting that in utilization of federal aid above average.

As of that date, the U.S. Commerce Department says that Utah ranked 48th out of 50 states in the part of the Interstate Highway System.

UTAH STATE

Henry C. Helland, state director of highways, defends the state, noting that in utilization of federal dollars available, Utah is above average.

He said Utah will have its 335 miles of completed sections before the end of the year, and will stretch to be completed in the fall before the project construction period.

He said this is within the planning that road laid out early by the Utah State Road Commission. The 4.8 miles from E-100 South in the Salt Lake Valley and the 42 miles of 1-80 from Echo Junction to Minden, calculated at $10 million, will be everything available for months to come.

335 MILES

As of that date, Utah's 335 miles of interstate highway in complete, before the end of the year, with 4.8 miles from E-100 South in the Salt Lake Valley and the 42 miles of 1-80 from Echo Junction to Minden, calculated at $10 million, will be everything available for months to come.

New ribbons of Interstate 80 in the valley wind out of the month of Parley's Canyon in Salt Lake City, connecting with the area wind with 900 miles. The latter will have approximately the same designation mileage as Utah. Utah's Interstate System has cost $168 million. Another $159.9 million is planned to be spent with federal funds to furnish about $168.3 million.

Utah has already expended $299 million in federal funds. Another traffic condition will be relieved, but this time, the aid of a new parking lot at the University of Utah, where Gibbons and Reed will build the new shaft at a cost of $50.685.

TAPERSING OFF

In the northern reaches of Utah, work is tapering off. The dirt work on Marion-Mouthe's project is near completion, where 100 Kings and 335 contractors are working to complete construction on this project, which has taken about two years to complete.

Provo Paving Co. is getting underway paving at Echo, but the approaching cool weather will cut work short here.

Temperatures are now dipping to 35 degrees in the evening, indicating that winter is just around the bluff.

At Round Valley, Gibbons and Reed has been laying off men as their project has been completed. Some employees have been transferred to other projects, however.

PROJECT COMPLETE

This company's project at the mouth of Weber Canyon is also complete, but construction at 335 Street in Ogden should continue for some time yet.

The problems facing Operators on the north end of Harrison Boulevard are the same that hinder Fife on the South—too much water. Well points have been drilled in an attempt to lower the level.

Meanwhile, Fife is putting the last of the oil on the south end of Harrison and the Cherry Lane segment at Hill Air Force Base. The public roads will be open to the public this fall.

W. H. Clyde has been chronic grater for nearly a month on resurfacing Interstate 80 from Peterson to Round Valley.

WEATHER FACTOR

Weather will be the deciding factor in completion of 140 from Layton to Ogden, but this highway from Devil's Slide through Weber canyon will be opened this fall.

Construction on the Layton segment was delayed recently when Phillips Petroleum was unable to blend oils for asphalt and paving materials were rationed.

In the South, you all, V. C. Mendonca has been contracted work in preparation for the supervision of Utah's Interstate System.

Mendonca was also low bidder at $10,000,000 for a dike job at Ogden, and is hopeful of launching the project this fall. This job would relieve some of the unemployment.

FALL CONSTRUCTION

W. H. Clyde was low bidder on a section of 4.14 at Cedar City. The company will award this job in the early part of October, and construction should begin this fall.

Utah Construction and Mining Co. has begun laying off men in Cedar City. This trend, if it continues, could add to the woes of the unemployment status, as construction companies who have been working in the area are now completing projects.

One bright spot, Whiting and Hadley has moved equipment to Pine Valley where they are expected to operate throughout the winter.

FEEL WINTER

In the Vernal area, the advancing winter weather has already been felt. Strong Co. at Dinosaur Park, a project at about $500,000, will be open to the public this fall.

What is a bargain? Sounds like a simple question, but is it? Let's put it this way—if you don't need it, it isn't a bargain, but if you do, you may be saving money by paying a little more for better quality.

For instance, paying $12 or $15 for a pair of shoes, rather than paying $2 for a pair, may save you money in the long run. The better quality shoe probably will outwear the cheaper pair by many months, and will eliminate such things as fast problems, which, if they develop, will cost you more money.

But don't look for a bargain. Some expensive items are not good buys, so look for quality while looking for price. Then again, decide what the item will be used for. For instance, an ad in the paper may list a pair of slacks marked down from $15 to $12.95. This would save you $2 on a purchase. But wouldn't he be happier burning around the house in a pair of $6 slacks? The shopper who has just determined that an item is really needed and who won't sacrifice quality in favor of price and who has exact specifications as to how the product will be used, can find genuine bargains.

Most retail stores, especially department stores, do hold genuine bargains from time to time. However, the merchant is on sale for a specific purpose. The store is overstocked with certain items; it is the end of the season; some merchants have become counter or has some flaw that does not detract from its efficiency or wearability, but which makes it less saleable. So in shopping for bargains, and you really need the item, and if your quality appears good at the price quoted, it's not a bargain.

NOT EVERYTHING

A Kansas farm girl met mar- ried. The groom took her to Boston on the honeymoon, where he had a rich aunt.

The aunt, wishing to express her superior culture, common of all proper Bostonians, said to the bride: "In Boston we think brevity is everything."

The girl replied: "Oh, back in Kansas we think it is fine, but we don't think it is anything."
Dedication Rites

First Lady Visits Pt. Reyes

By WATIE LUCKY STINicle

SAN RAFAEL — The nation's First Lady paid a visit to Califor- nia on the bitter part of Sept- ember to see some of the sights offered by this historically picturesque state and to deliver a dedication address at the new Point Reyes National Seashore. The First Lady and her group of engineers were present as lady Bird stopped off the helicopter and into the bright sunshine. They watched as she walked slowly down the walkway to the platform where she complimented the people of Marin County for their determination in promoting conservation and maintaining the state's scenic attractions.

BRAID T. P. PRESENT

With the First Lady were Secretary of the Interior Stewart Udall and Mrs. Edward (Pat) Brown.

The new National Seashore contains 50,000 acres where miles of wild surf pound wind swept beaches where quiet swings and melancholy abound with bird life, and where rocky headlands defy the fog and waves.

Paint Reyes was authorized as a National Seashore in 1962, when Congress passed in its favor, creating a site where all might have access to the sea for the many crowded years to come.

The peninsula is joined to the mainland by the famous San Andreas Fault, underlying Olema Valley.

A VARIETY

The variety of slopes and exposures allow for a variety of vegetation and animal life.

Although much of the land is privately owned, many recreational activities are still poss- ible for visitors.

Trails through the beautiful Bear Valley already provide excite- ment for hikers. Wild beaches are a chance for people to en- joy in beachcombing; the grottos of Drake's Bay, the still gentler waters of Tomales Bay provide conditions conducive to swimming and other water sports.

Crowded World

The beauty, wildlife, history, geology, weather and seashores com bines to offer visitors a chance for recreation, study, relaxation and contemplation in our complex, crowded and mechan- ized world.

In the vernacular, McGee and Hunter is nearly completed with its Novato job. The firm's pipeline job in Peta- luma is progressing satisfac- tory, keeping six journeymen and one apprentice on the payroll.

Morrison-Koscher's tunnel re- construction project is being held to a close, which will put a few Engineers out of work.

SEACAPE PROJECT

R. A. Forde is putting the finishing touches on the Seascape job now, Pt. Reyes on Highway 1. The company is getting started on a state project in Lucas Valley, with Beer Brothers moving the dirt.

Frank Mobley is back in the area, moving about 60,000 yards of dirt at San Rafael Park, and new subdivision in Lark Valley. The problem here is that no more money is available this year.

Mera Brothers is also under contract at Twelve Oaks, moving dirt for the next Dixie School. The dirt phase should be com- plete in a few days.

SLOW START

At Martinez, Freeman and Sonsgrath got in on a slow start, but the activity has increased, and the work is progressing as expected.

Brother Charles Snyder is job steward at Martinez; Cal Hal- l is safety committeeman.

At the Veterans Memorial Building, R. A. Forde has signed a contract for surcharge fill, estimated at $12,500.

Brown-Ry Co. was recently awarded a contract for $10,825 for improvement of Vineyard Creek, in Novato.

Remember to vote in November.

Boost for San Jose Pipeline: SS into Budget

By ROBERT SKIDGEL

SAN JOSE — Installation of 26 miles of 24 and 30-inch pipe for a new gas line between Moss Landing and Hollister has given a boost to family budgets, some of which were getting rather slim from less than adequate work year.

The west-bound pipeline for high pressure gas got underway Sept. 6, with a one-year construction forecast planned to completion. About 14 Engineers will find steady employment during the term of the project, price- tagged at $1 million.

Project manager is R. A. Lind- sey, superintendent is Howard Maders. Several foremen will be employed.

At Pfreider Big Sur State Park, C. W. Roen will be installing a sewer plant and disposal system. The project started in July and cost $74,000. Work is scheduled to begin within a few days.

The new contract as of now is with the Steiner Brothers Construction Co. The company has reached something approaching and point of decision on the Billon roadway crossing over the Castroville highway. The contract total was $22,000.

Another Mary's will open its doors, this time in Monterey, when W. L. White and Brothers is hustling on its construction. Some 11 operating Engineers are expected on the job.

Southern California contractor A. J. Smith has just started the San Antonio interchange, a $186,000 job for a set of Engineers based in San Francisco.

At Moss Landing, PGE ex-pects its new facility will offer employees a break. The work force is still large, working for Babcock and Wilcox, Kellogg, Inc., Pittsburgh - Des- Moines, Bigge Crane Service, Granite Construction, Etc. Heink Corp. and others. The work force is presently near 90 among the companies involved.

Granite Construction has put up a arrangement at Arena. Both it and its operations are working at a minimum of $1 million a week as an effort to keep up with orders.

Jasper Construction has com- pleted the addition to the Santa Cruz County Courthouse and Ad- ministration Building. The build- ing is now beginning to take shape.

The University of California at Santa Cruz, now under construc- tion, has slowed considerably as most work on the main projects is complete and only one under construction at this time. Granite Construction is still completing the roads network and parking lots throughout the campus, and facilities are to be expanded, so that the site should become another construction hot spot.

In Santa Clara Valley, the situa- tion remains principally un- changed. The same contract- ists have aided in putting more bread on the Brothers' tables.

New contracts as of now are: $14,000 to Ebert Sporton for the Martinez School storm drains.

$1,000 to Watson Canal Co. for improvement of Spencer Ave., and Dorothy Avenue.

$601,331 to George Bianchi Construction, Inc., for improve- ment of Sunnyside Golf Course.

$22,102 to Freeman-Sonsg- rath for construction of Select Station St. Reconstruc- tion Surface project.

$78,747 to Leo Plaza Paving Co. for resurfacing 500' on 1st Street.

$140,719 to Cortezly & Cade for improvement of a section of Zono in San Jose.

$477,747 to Cellidow Spradlin Co. for land fencing and Winfield Ex- pressway, Unit No. 1.

$67,015 to Lehigh Construction Co. for improvements on Cal-

bunz Creek between Pomery Avenue and Lawrence Expressway.

$5,050 to Frasim Brothers, Inc. for Seaboard Drive storm drain.

$13,000 to William D. Smith for construction of Dixie Boule- vard at San Lorenzo Avenue and Gage in beachcombing; the gen- tian families of Drake's Bay, the still gentler waters of Tomales Bay provide conditions conducive to swimming and other water sports.

We're Sorry About Delay

Due to the delay in counting the ballots in the recently com- pleted election for Operating Engi- neers Local 3 officers, mailing of notices for the September 15 specially called District No. 1 meeting was delayed.

Under the By-Laws, newly elected officers must be installed not later than September 15. The Federal Judge, hearing the case brought before him on issuing a temporary injunction, sought by a member who was a candidate for office to halt the election, did so.

The ballot-counting was re- sumed at that time, and notices of the specially called meeting mailed.

It was regrettable the notices did not reach many members before that date, but because of the election delay, notices could not be mailed sooner.

Ex-Pilot Probes Target Tracking

LOS ANGELES—When John Nixon Fox was an Air Force jet pilot, he occasionally had trouble gauging speed and direction of other planes at high altitudes or in poor visibility.

Deep-sea divers have somewhat the same problem getting accurate fixes on moving objects, so fly drivers following tail lights in smoke or darkness are in danger.

Now Fox, as a UCLA graduate student, is trying to do something about the problem on a shoestring budget.

In one experiment, students and Air Force volunteers sit in a darkened room watching moving targets on a screen. They operate switches to record their impressions of updrafts and movements. For hopes to learn more about the problem with these tests, and, perhaps, find ways to come to the aid of the human eye,

Message Got to People

The Operating Engineers Local 3 gained outstanding praise from visitors to the California State Fair with booth displaying Apprenticeship program, Clerm Hoover answered questions.
OAKLAND—At last—work is picking up in Alameda and Contra Costa Counties, but all is not yet serene.

But for the operators qualified on the job, the opportunity are now opening up.

The tunnel jobs in the Oakland-Lafayette area show promise, with one presently under construction, PARCO, Inc., Washington, has won work on the BART line from the Central Contra Costa Sanitary District.

A "shovel bugger" or "Mole," as it is otherwise known, will be used.

REMOTES EARTH

This machine removes the earth as it moves forward. The cut is made out of several feet long concrete is poured.

The job is scheduled to last a year.

The second tunnel will be constructed by John Archoff for owners who want to build around the University District. A prebom conference is scheduled in a few days.

In the downtown area, high-rise construction has slowed down.

HIGHRISE COMPLETION

The St. Paul Towers being built by Jack Dakar is nearly completed. Construction is under the control of Bingman, Merritt and Tabora and a Bruns Construction Co. is removing the tower crane.

Another key job is the construction of the Oak Knoll Hospital, is placing precise concrete with a very sharp turnaround on human and floors.

Oak Cities is utilizing these 979 leaders for foosball excavation on the Fairmont Hospital. Foundations are complete for the new 7th and Wood Streets Post Office.

DRIVING PILE

Raymon Oil Co. is starting pile driving on the Grove-Shafter Freeway for McF. E. Johnson, Oakland. Burke is placing bulb pile, base and about 70,000 tons of steel.

Contractor Heavy Equipment Rental Co. is hoisting and placing the mud of a dynamo from Toms Hill.

Danville Pipeline is constructing sanitary sewers. McCord Hester is relocating telephone lines.

Bollie-Gallagher and Burke gained a daughter BART part, including six sections on threes hills, running from 7th Avenue, Oakland, to 5th Street, Hayward. The cost is rumored at $7 million.

Pacific States Steel is furnishing all the steel, Donner & Reisone has two pile drivers going into shifts in San Leandro. J. T. Corrigan & Son is relocating sanitary sewers.

START ORDER

Another timely project is slated for construction early in October. Grove Meullen and M Shepard have set up a P and H rattle to start on the 9th St.

Another Oil Company, Phillips, has stepped up its construction work to become a major source of industrial work.

In a contract rundown, Bigge Crane and Rigging will be building and repairing the "Cat Cracker."

BOOST FORCE

Ralcar Parsons Co. has begun a new job and will increase its labor force when warranted.

A complete storm sewer is being dug in the Airport area.

At the Franklin Canyon Freeway, Gordon Hall has a contract for the completion of the road and Harms will place the asphalt.

All Beginners will be employed by the Chicago C. B. Co., which will build all Segovia Road.

Carl Kirsten should finish the Franklin Canyon Golf Course in everey point of view.

The State Highways and Marine Division, is building docks for Union Oil Co. tanker at Point Richmond.

Plant and shop opportunities have increased recently with completion of the Oakland dealers such as Peterson Tractor, gaining consideration.

TWO SHIFTS

Williams and Lane has been working on the S. San Francisco Viet Nam demands. The company has had problems getting engines and gasoline and water. Metals Disintegrating, an aluminum powder company, is on a seven day schedule on a doubled work force supplying aluminum powder for bombs.

A two-year agreement has been reached with the Oakland area and ASTM as work remains excellent.

Southern Alameda and Contra Costas are having a difficult job as far as job opportunities are concerned.

PROVING NOTES

But there are some promising notes among BART contract awarded Bollie-Gallagher.

Some projects, which have provided excellent work for members, are now complete or near completion. Don M. and Team Savannah is placing pipe for BART and Milpitas.

Vito Autovisko is completing a pipeline for the San Francisco and Oakland women's voices between Pinestead and Milpitas.

BOLTED THROUGH

Great progress has been made on the San Leandro Dam and the El Dorado Dam. The water has huddled through on the Da Valle Dam's small tunnel. Crews are expected to work day and night on the large tunnel in November.

A portable crusher and screening plant has been installed and is working two shifts, with provisions for winter-long work.

Another highway, Highway 31, was recently opened to traffic between Oakland and San Ramon Valley. Only cleaning and front-end work is expected for the remainder of the year.

Some 40 Engineers are employed at the new dam project for MGM and ARB between Livermore and Byron. Completion is expected for the summer. The project is under a National Pipeline Agreement.

WATER PROJECT A CREDIT TO GOV. BROWN

Continued from Page 1

Piping and woodland areas in the Kettlemann City, a distance of 100 miles, the system will top up with the U.S. Department of Reclamation's canal facilities, built at a cost of $480 million, with the state paying 56 per cent of the total cost, all providing more construction for the General Services Administration.

In the total project, more than $60 million will be spent on canal, easements and pumping stations, tunnels and pipelines, with their three-year construction schedules, have been completed. During October, the job of piping and December of 1960, jobs totaling $80 million were advertised for bid.

The number of men in the project was not released.

Another job of interest was Governor saw as a necessity, was inclusion of recreation facilities in the reservoirs which have been completed by the construction of the dams. Gov. Brown, on a tour of the South San Francisco Bay area, told a group of excited

"Today we have kept another promise and we have reached another milestone in California history."

"Today we dedicated the final portion of the greatest water project in the history of the State.

Gov. Brown then turned the water into the westernmost rea for the South Bay Area, making it a water-carrying ceremony.

The Governor has repeatedly stated one of his ambitions has been the completion of the project on schedule.

Gov. Brown pointed out the water was turned over three cold months that remain until a similar day when water was first entering the system's San Bernardino and Mohave areas, he reminded.

Meanwhile, at foundations and steel plants and electric shops, manufacturers are gearing up to produce a variety of turning machines, generators, valves, switchgear, switchboards, transformers, electric panels and a lot of other equipment spearheading for completion of the project.

It has been only through the Administration's determined leadership, headed up by Gov. Ed- delheit, that the West Coast's Conficon- Ing Engineers and other trade unions have had the opportunity to work together to perfect the most imaginative and comprehensive water project history has ever known.

The State of California must live in his debt for bringing this project into reality. It alone is deserving of his re-election.

All furniture manufacturers are also threatening to raise prices.

Prices on household appliances, such as ranges, some refrigerators, and electric iron conditions, and a number of small appliances such as mixers and toasters will go up, just in time for Christmas.

All furniture manufacturers have not raised prices, but increases announced so far are about four percent, or $20 on a $500 item. The boost on color TV sets amounts to $101.40 a set. Several raises are possible because of the demand for color TV despite extra repair and service bills.

Furniture and appliance manufacturers blame higher materials costs, for the price increases. But one leading manufacturer said his firm has not suffered any reduction in profits because of cost increases.

CHILDREN'S CLOTHING

Be extra careful in buying children's clothes this fall. Some of the Mod and other fad fashions can go out of date quickly, or prove to be a nuisance to a youngster or your own pocketbook.

A lot of military styles will be thrown at you this year. The Navy-styled Melton pea jackets currently being promoted are not even leather although some advertise a false fur lining of the most durable wares. But the military jacket also holds a promise that can be a nuisance to both mother and child because of the belt.

Similarly, it will be better for your daughter to be a "pioneer" or "Mod" peasant girl than a "poor boy." The "poor boy" sweaters are very attractive and practical as well as acceptably faddish. But the "Mod" pants suits for girls are not permanent protection.

A true "permanent press" or "durable press" garment is made of treated fabric and then oven baked or cured to set the fibers to resist wrinkling.

Look at construction too. Any no-iron garment needs to be sewn with long stitches to avoid puckering. See if the hang tag gives clear laundering instructions without a host of exceptions to the "no-ironing." Also make sure the color is even with no streaks. If it is not, the color is probably not permanent and will suffer in buying children's clothes.

Avoid any garment that has "no-ironing" wrinklet. See if the hang tag gives clear laundering instructions without a host of exceptions to the "no-ironing." Also make sure the color is even with no streaks.

Cleaning problems have developed in the popular knit dress. The St. Louis Better Business Bureau reports that stretch wool and nylon blended women's clothing and the knit has become the leading fabric problem. One reason is that the woman's clothing manufacturer, they stretch "a little in wearing" and a lot in cleaning." Avoid knits which don't state the fiber content.

WATER PROJECT A CREDIT TO GOV. BROWN

Continued from Page 1

Fresno, 747 Olive Street, 2500 Cherry Avenue, 160 Lake Blvd., 924-0158

SACRAMENTO

1190 West Alhambra Blvd., 427-0795

SAN JOSE

245-9788

SAN DIEGO

253-1419

SANTA CRUZ

365-1109

SANTA MARIA

222-1221

SANTA ROSA

364-9653

SACRAMENTO

1190 West Alhambra Blvd., 427-0795

SAN JOSE

245-9788

SAN DIEGO

253-1419

SANTA CRUZ

365-1109

SANTA ROSA

364-9653

SACRAMENTO

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SAN DIEGO

253-1419

SANTA CRUZ

365-1109

SANTA ROSA

364-9653

SACRAMENTO

1190 West Alhambra Blvd., 427-0795
New Japanese Cultural and Trade Center will greatly improve the central core of San Francisco. Center will contain shops, apartments, restaurant, theater and parking for 900 cars. The project is scheduled for completion in May, 1967.

Oriental Flavor In City By The Bay

By A. J. (BUCK) ROPE and WARRIN LEMOINE

SAN FRANCISCO — The face of this city's central core will take on a considerable change when the new Japanese Cultural and Trade Center, now being built on Geary Street and across Webster Street, is completed.

The new multi-million dollar complex is one of the many important improvements planned in San Francisco's drive to revitalize its older sections.

The new Geary Expressway, which crosses the city from east to west, brings the financial district, Union Square, the downtown shopping and business areas and a majority of the city's major centers within 10 minutes of the new center.

Promoters say the largest potential clientele consists of inhabitants of the Bay area. This market numbers 2,701,800, with the largest population found in the city itself, with 814,000 people.

The new center will provide about 2,000 apartments, a church complex; shops and restaurants, office buildings and commercial buildings.

Visitors to the Trade Center will find access to shops and restaurant convenient. Strategically placed elevators have been included.

Trade shops will be located in a central mall with an open skylight to provide natural light to Japanese garden and landscaping on the main floor.

The pagoda will rise 100 feet and stand in a reflective pool. It will symbolize the good will, peace and friendship between Japan and the United States.

The pagoda and garden and complex will be a Peace Pagoda, a gift from the people of Japan. It will be built on an open plaza at the main entrance to the center, landscaped with Oriental gardens.

The architect is Minoru Yamasaki, renowned Seattle architect of Birmingham, Michigan. His concept of designs was to express an enclosure of serenity and dignity of all Japanese culture and architecture.

The visitor to the center, it is hoped, will express a deep-rooted Japanese spirit upon approaching the project, enclosed in white outer walls, which resemble the Imperial Palace of Kyoto, Japan, built during the 11th Century.

Mechanical, electrical and structural designs were done by Van Bourg/Nyacken and Associates, Berkeley, Calif.

The design of the parking lot includes strategically placed elevators to provide expedient service to hotel, shop, theater and other Center facilities.

In the initial stages, promoters say, it can be expected that a large portion of San Francisco residents will visit the center. This could lend momentum to the project.

The initial intent created through curiosity will be valuable in inducing residents to return because of sound but novel offerings.

Stage performances, exhibits, restaurants and other features will help to bring both the public.

For more than 60,000 people who live in the immediate vicinity, the center will provide more convenient shopping than the downtown area.

It will also be a highly regarded tourist attraction, proving the project.

In other San Francisco News, difficulties on the Bay Area Rapid Transit District program haven't affected the letting of contracts, as construction of the new Japanese Cultural and Trade Center progresses.
The second floor contains a spacious public area around an open-well mall permitting patrons to see the beauty of the gardens below and the business activity on the first floor. Shopping will be convenient for the area residents.

City's Oriental Touch

Continued from Page 6

A d eame of sudden size, put on with gain, the
r.ing has been

and the BART project will be

come increasingly important to the construction industry in the Bay Area."

He said it is a fact that for every $2 spent on the job site another dollar is spent in off site production of equipment and materials. So $90 million worth of BART contracts during the next four months is going to be bene-

field to a lot of Bay Area people.

Presently, crews are busy on Market Street relocating gas and power lines, but it appears a problem will appear in underground work.

Sand has been noted in vast quantities, so it will be difficult to put in much false work. There may be necessity to install steel sheeting and concrete as work progresses.

Utah Shrinks With Interstate Highways

Continued from Page 3

t up, in an all-out effort to beat the snow.

An agreement was reached with MacGregor Triangle Co., Boise, Idaho. Members working for this company are to be com-
mended for their support in helping gain the contract. The proj-
ject being worked by this company is also in the higher eleva-
tions and some distance from any form of civilization. Roads are primitive, but the company in-
tends to work the winter through, weather permitting.

The job will provide an access

Lucky Pool Drowns Percy

continued from Page 1

road to the future Jones Hole Federal Fish Hatchery, presently accessible only with four-wheel drive vehicles.

Other projects, such as W. W. Gable's job at Tabiona, Strutton Brothers at Indian Canyon and others, have felt the chilly finger of winter. Some have just time left to weather.

M. H. Cook Pipelinese Co. has sold its Myra project and is now making an all-out attempt to beat the weather on a 20-inch line from Papyon Canyon to Geneva. Much of the line lies in marsh lands near Utah Lake, indicative of your conditions if storms in-
tervene.

This job has required the serv-
ices of numerous pieces of equip-
ment and men to operate them.

Brother Garth Spiers was recent-
yly appointed job steward.

$46 Million Spent

Over the past 10 years nearly $10 million has been used in de-
velopment of Utah's national parks, monuments and recrea-
tion areas. The money has been spent in connection with the Na-

tional Park Service's Mission 66 program.

Dinosaur National Monument, with $13.3 million, led the list. Of this, $2.7 million was spent in Utah, $4.5 in Colorado.

North in time was Zion National Park with $7.8 million, mostly

for improvements over a 10-year period.

The new Grand Canyon Na-

tional Park and Recreation area,

received $2.4 million; Bryce Can-

yon received $3.9 million and

Natural Arches National Monu-

ment received $8.9 million.

Canyonlands National Park, now just two years old, has re-
tected a considerable amount of development and now provides adequate facilities for the infat-
ted visitors, who are rapidly making this area one of the most visited areas in the United States.

The park will be the object of future development as its promo-
tion as a top tourist attraction continues to expand. To date, $2.1 million has been spent in its de-
velopment.

Biggest job in the area is under contract to Roy Houck; who will be constructing four miles of freeway 14 miles north of Yreka. Crews are pres-
ently on a 10-hour, two-shift op-
teration, which should continue

throughout the winter.

W. H. O'Hallor and Construc-
tors, joint ventures, have two backhoes and rock trucks op-
terating in an effort to complete overlay on Highways 89 and 299, Lookout Road and a portion of the Klamath Job. Cold weather, you know.

Rogue River Paving, presently working at the Lava Beds Monu-

ment, still has 60 to 60 days to go. By then, the snow will be

Rebidding Called

On Highway 5-

$1.3 Million Low

BY TOM ECK, ED DUBOIS AND LEW LYNCH

REBIDDING-The state has called for rebidding on construc-
tion of Highway 5 just north of Redding with a bid of $1.3 mil-

lion. This job is a joint venture with Lord and Bishop, who will be constructing seven stre-vetors.

The project, which will be done south of the Pit River Bridge. A crushing plant is being set up to Eastfork Creek and a shop will be located near the Calaveras Cement Co. Both will provide work during the rainy season.

The cats and DW 39s will be in use for some time yet. The plug is still to be removed. Two shifts are working on the trim-
mer.

J. F. Shea Co. is proposing ag-
plicable price to the department and was lead-

on the Highway 5 project which was taken from Norman L. Butz, so some will have to be busy trying to meet the 30-day deadline.

Baum Construction Co. is in the homestretch in construction of the Trinity Center-Godfere Creek project, with just a few interest to go.

Trinity Sand and Gravel is presently active, although this has been a low year, generally.

Although D. R. Stutsman is finished on the Placer Street job, he has been kept busy on the men on the payroll.

Petersen Tractor is in a slow-
down period. Mot have been laid

off, but with new contracts being made out, the company may be back at work shortly.

One of the bigger jobs in the area is under contract to Roy Houck; who will be constructing four miles of freeway 14 miles north of Yreka. Crews are present-
ently on a 10-hour, two-shift op-
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Rogue River Paving, presently working at the Lava Beds Monu-

ment, still has 60 to 60 days to go. By then, the snow will be

Drifting.

In the new way of jobs, sur-

veying is being done on Lookout Road in anticipation of 10 miles of new construction to be done this spring.

Realignment of Carville Road will cost $1.5 million, with con-
struction to be done between Na-

vigation and McKinleyville.

The State Highway Engineers are now planning for work on Interstate 5 Highway 60. bids should be called during the early part of October.
OBITUARIES

Barber, Tyas MCH 83 1168812 7-04 9-06 B-24-66
Barum, James 6MCH 83 0031923 10-63 9-06 B-17-66
Yuba City, Calif.
Brown, Norman 6MCH 83 1178114 10-36 9-06 B-17-66
Folsom, Calif.
Carlton, Leon 6MCH 83 426962 11-44 9-06 B-20-66
San Jose, Calif.
Cowan, John J. 6MCH 83 1061139 9-42 9-06 B-21-66
Elk Grove, Calif.
Gardiner, DeVa* 6MCH 83 921185 5-07 12-66 B-31-66
St. George, Utah
Graham, Robert 6MCH 83 5264083 1-03 9-06 B-31-66
Nevada City, Calif.
Johnson, Morrie 6MCH 83 1178711 10-64 9-06 B-31-66
Oakland, Nebraska
Jolliff, Harley, Jr. 6MCH 83 837379 6-65 9-06 B-31-66
San Francisco, Calif.
Klein, Fred 6MCH 83 754158 11-62 9-06 B-31-66
San Jose, Calif.
Krebs, Donald Douglas 6MCH 83 232147 11-41 12-66 B-31-66
Cicero, Calif.
Leakey, Theodosi 6MCH 83 757739 2-48 9-06 B-31-66
Daly City, Calif.
Long Robert 6MCH 83 505268 6-47 9-06 B-31-66
Orroville, Calif.
Malchiodo, Vincent 6MCH 83 372653 12-47 9-06 B-33-66
Yreka, Calif.
Malone, A. V. 6MCH 83 223243 7-37 9-06 B-33-66
Oakdale, Calif.
Manley, Master Gus 6MCH 83 1110019 6-65 9-06 B-33-66
Cotralt, Calif.
McCreary, Ernest 6MCH 83 988664 6-42 3-66 B-33-66
San Diego, Calif.
McManus, Wm. F. 6MCH 83 982993 9-58 6-66 B-36-66
Placerville, Calif.
Mearsburgh, Robert 6MCH 83 1157387 12-67 9-06 B-36-66
Ave., Hawaii
Milarsich, John 6MCH 83 1150272 6-65 9-06 B-36-66
Nevada City, Nev.
Morfill, W. S. (Wm.) 6MCH 83 732686 6-42 12-66 B-36-66
Larkspur, Calif.
Morse, William 6MCH 83 989512 11-42 9-06 B-36-66
Oakland, Calif.
Tacoia, Wash.
Owens, Rex 6MCH 83 981353 7-56 9-06 B-36-66
Paradise, Cali.
Parmer, George 6MCH 83 220890 10-34 9-06 B-36-66
San Pablo, Calif.
Petersen, H. T. 6MCH 83 980562 9-31 9-06 B-36-66
San Jose, Calif.
Perl, Lee 6MCH 83 980562 9-31 9-06 B-36-66
San Jose, Calif.
Powers, D. F. 6MCH 83 211890 10-65 9-06 B-36-66
Paradise, Calif.
Parmer, George 6MCH 83 981353 7-56 9-06 B-36-66
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Petersen, H. T. 6MCH 83 980562 9-31 9-06 B-36-66
San Jose, Calif.
Perl, Lee 6MCH 83 980562 9-31 9-06 B-36-66
San Jose, Calif.

Better Year

One spring when Babe Ruth was holding out for $800,000, a sportswriter told him it was more money than Herbert Hoover ever got for being the President of the United States.

"I had a better year than Hoover," Ruth said.

ARE YOU FLAT? NEED TIRES?
WE CAN FINANCE YOUR NEW AND REGAP TIRES
FOR TRUCK OR AUTO
ROAD SERVICE
CALL
RALPH DeLANCZY
In Oakland - 532-6323
(RAYS)
San Francisco, 731-0499
(NIGHTS)
2344 E. 12th St.
Above 23rd Ave. Overpass
Oakland

Car Payments Really Higher?

A member recently complained to us about his Credit Union Loan, for a new automobile, which was more expensive than he expected. He said that he had let the dealer arrange financing. We brought in a Dealer Purchase Agreement to prove him wrong, after a thorough analysis. Two years later, there was no difference in price, and he would have had to pay interest on his loan.

What the member was overlooking was an additional "pick up" payment of $168.00 due three weeks from the date of purchase which brought the total amount to be repaid to $30,97.6, as compared to the total of $28186,50 scheduled in the credit union contract.

An additional $76.60, not counting a premium of $80.0, that would have been required to purchase the most state life insurance policy provided by the credit union at the cost of added cost.

This is just one of the many tactics used by dealers to extort a deal from more profit out of a customer.

IF YOU REALLY WANT TO SAVEMONEY check your credit union before you start shopping next year. Most dealee ties can pick up cars for as low as $75.00 to $150.00 over dealers' costs with credit union financing.

If you are a credit union member or loan officer cast the credit union office for details.

The following officers of the company have been named as Directors:

President: A. R. Reardon
Vice President: F. J. Connelly
Secretary: J. A. Calhoun
Treasurer: W. F. Schoppe
A new bridge at Casper Creek, takes another kink out of an otherwise unwinding roadway when a young man about 24 years of age had an argument with his girl friend and caused some equipment damage. He borrowed a roadmoible from Thomas Construction, prime contractor, spilled oil on the freshly paved road, slightly damaged a blade and door, knocked a barricade loose and nearly ran a Greyhound bus off the road before destroying the cabin in which his girl friend was staying. The man is appearing to court on a number of charges. He was not an employee.

**SOME SUBDIVISIONS**

In another area, Arthur E. Stiri is involved in several subdivisions, especially at Sea Ranch near Stewart's Point. The airstrip there is nearly ready for aircraft.

**OTHER CONTRACTS**

In other contract news: The entire project must be given Governor Brown, who needs.

**SAFETY COMMITTEEMEN SEPTEMBER**

**District 1—San Francisco**

Pete Whitehurst

**District 2—Oakland**

William Slevin

**District 3—Stockton**

Henry A. Wallace

**District 4—Eureka**

John A. Bateman

**District 5—Fresno**

Don E. Wharton

**District 6—Marysville**

Bill Hogan

**District 7—Reeding**

Rex R. Wharton

**District 8—Sacramento**

Darrell Mckelvey

**District 9—San Jose**

J. C. Patzer

**District 10—Santa Rosa**

Wayne E. Smith

**District 11—Reno**

Richard L. Jones

**District 12—Salton Sea**

Vernon Rau

**District 13—Salt Lake City**

Marina Kline

**District 14—Hawaii**

George Curtis

**District 15—Reeno**

Charles Schandel

**District 16—Guam**

George Carr Co. is involved in bridge construction near Celeb. Bergland Tractor has an agreement which has been accepted by its employer and the Executive Board of Local 3. We look forward to many years of continued cooperation with this company. Remco Hydronic is still going strong on government contracts with about 100 employees. Steward is Steve Hawkins, who is doing an excellent job.

Your grievance committee continues to meet each Thursday evening, and should be congratulated for their attendance.

The members are Executive Board member Garth Patterson, L. S. Kittletimer, Les Crane and Howard Secord.

**District 2A—Modesto**

**District 4—Eureka**

Noel W. Wingfield

**District 6—Marysville**

B. A. Larsen

**District 7—Redding**

C. Barney

**District 9—San Jose**

Ray C. Barney

**District 10—Santa Rosa**

Garth Spera

**District 11—Reno**

Commission on Crime

**District 12—Salt Lake City**

Delbert Osborn

**District 14—Hawaii**

Wendell Pickering

**District 16—Guam**

George C. Hotham, who is responsible for the back up of the governor.

A delay was caused on the

Another highway program, this time near Ukiah, will cost over $5 million. Granite Construction has the bid, to include four bridges and to realign five miles of roadway.

A new bridge was scheduled for dedication Oct. 3 with Gov. Edmund G. Brown delivering the address.

The bridge at Casper Creek located about five miles from Fort Bragg and takes another kink out of an otherwise winding road.

The preliminaries with 100-foot booms were used to pour concrete on the 1,100-foot span.

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Wendell Pickering
Skyline Changing in Downtown Fresno

By CLAUDE ODUM,
LAKE AUSTIN
and HOLLAND WEVER

THE skyline in downtown Fresno is changing. New crown developments are following the transformation of old and historic structures, making Fresno one of the most modern looking cities in the nation.

Eighteen square city blocks will be redeveloped, making this city one of the most modern looking cities in the nation. The re-development is also offering much-needed work to the area's residents, particularly the Operating Engineers who will get in on both ends of the project — the demolition and reconstruction.

The cost is expected to run into the millions of dollars as new offices, banks, banks, commercial hotels, office buildings, shops and apartments are being demolished and others will be erected.

New hotels and apartment buildings will require new access roads and parking lots. It will be all the necessary adjustments to make the whole area attractive.

COST MILLIONS

The project, which started in February, has been keeping the Employers and off the residence-work list and the unemployment rolls.

Changes in the area have been more obvious. One can drive out on North Street where once stood Indy fields of alfalfa, to see the huge Pittsburg Plate Glass Company building and other warehouse appraising over 18 acres. The company has also built six large elevators to store sand and other materials.

And this is only the beginning of the project. The company has been keeping busy turning the area into a new city. In the Central, Miles and Solano area, the project has begun at the $3,145 million High-way 40 project, 12 miles east of town.

The project superintendent said most of the most-dirt-moving equipment would be rented and the job would supplement about 15 to 30 jobs.

San Luis Forbey Rosar-

The San Luis Forbey Rosar-

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SWAP SHOP CORNER: Free Want Ads for Engineers

**WANTED TO BUY**

**Rules for Submitting Ads**

Any engineering equipment may be submitted to the WANTED TO BUY section of the SWAP SHOP CORNER. Any person who wishes to sell equipment should communicate this fact to engineering firms throughout the country, and advise us which area they wish to reach. All ads will be posted for a period of three months.

**Advertisements**

**RESIDENT ENGINEERS WANTED**


**WANTED TO BUY**

 Porcelain insulators, concrete plants, etc., at our plant, 230 Sixth St., San Francisco, Calif. Phone: 642-5301.

**By HAROLD LEWIS, Beta NAKANO, WILLIAM FREDERICK, and WALLACE LEAN**

HONOLULU — Organizing is the watchword, particularly in the concrete industry, where we are actively engaged in soliciting members.

We have filed an NLBE petition to organize the Portland Cement and Rock Co., Ltd., and have intervened on petitions filed by the NLBE for Pacific Cement and Rock Co. Ltd. and United Pacific Concrete Corporation.

Meanwhile, our contract with United Pacific is open for renegotiation and the Teamsters are trying to gain certification cards from engineers by this and other companies in the region.

**REFUSE TO SIGN**

The Brothers at State Tile seem to be against the Teamsters. Many of them have refused to sign Teamsters cards or attend the meetings.

Constant mails by other Unions has apparently caused considerable chase in the concrete industry. It is our strong position the concrete industry rightfully belongs to the Operating Engineers, Local No. 3. We urge our Brothers to support their Local, the Operating Engineers. Support the organizing drive.

**FIRST COLLEGE**

The college will be a new series of community colleges to be built on each island. This company is also engaged in the 10th increment of the Kahului Dream City Construction will begin soon on the Waihu Beach Front in Waiaku.

**HAULING GAINS**

Although the hauling industry has suffered a slowdown, J. M. Tamura Construction Co. has reported making some hauling projects. The company has begun the Highway 93 projects at Barbers Point and Waimanalo.

Something for you to consider: Have you heard of Operation Alone? Operation Alone is a Mano Study Workbooks. If you wish to participate, contact the Mano office for further details.
A program of work should begin at Bay Farm Island around 25,000 tons of material. In turn, Union officials are considering the problems. The year. The stewards refused to pledge allegiance to the Union, and their representatives chose to deal with the unofficial stewards who were closest to the workforce, in order to settle strikes. This was the first step to bring recognition to shop stewards.

Subsequently, stewards were accepted by their own trade union when an agreement was made in December, 1917, with the Engineering Employees Federation to incorporate the stewards.

The roll of the steward has changed considerably since the idea was originally conceived during the First World War.

What would it be like to be a steward in 1917? Let’s take a look.

The origin of the steward program had its beginning during the Clyde shipyard strike in Scotland in 1915. The strike was a result of an unofficial shop steward movement, the steward being appointed by the union or union officers. The steward’s job was to include checking disputes and to recruit new members for the Union. He had the task of regularly checking new members’ cards and reporting to the Union on the organizational status of the Union.

The steward was not officially recognized, and often, he was not tolerated, even by members of the Union or the employer. There was no coordination of his activities. He had no rights, only duties.

He was generally considered a dues collector.

The stewards worked in industry, disturbed the standards of the crafts. There were many instances of ward profiteering at the expense of the union and working conditions.

The stewards too often failed to recognize the union. They were not sufficiently satisfied with the problems caused by the Union members recruiting their stewards into taking up the problems. The stewards refused to pledge allegiance to any group of officials of the Union. Their allegiance was to the workers whom they represented, and they refused to abide by any agreements made by union officials with industry or the government.

Then, strike movements developed. There were unofficial and primarily protest movements against lack of understanding by Union officials concerning agreements with industry and the government to submit all issues to compulsory arbitration.

In turn, Union officials opposed the stewards’ movement and the unofficial strikes. But the strikers were determined, much to the annoyance of the Union. Government stewards refused to recognize as officials those stewards who were closest to the workers force, in order to settle strikes. This was the first step to bring recognition to shop stewards.

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STEWARDS' SPOTLIGHT
Continued from Page 14

Bro. White · Bro. Enright
Bro. Dexter · Bro. Lindahl
Bro. Deenoyer · Bro. Bennett
Bro. McCallum · Bro. White
Bro. Pool

FLOOD REPAIRS EASE LACK OF BUILDING

By RAY COOPER
and ROBERT VRIK

EUREKA - Storm damage repair work is helping close the hole of construction in this district.

The repair projects are offering employment for several Engineers, who are doing repairs for Jim Johnson, Gaberville, doing work on Speed Creek and Camp Kinlo Road, Sonoma Broth- ers, the work is being done with a crew to protect roadways in the creek in Rockcheller Grove.

In the western area, storm damage repair bids are in the offering. On the Avenue of Giants, Bella Vista Road is the scene of work in the 1964 flood. Repairs should be completed in one of next season's rainfall.

SLOPE PROTECTION

Bids for work on Maple Hills, Salmon Creek and Thomas Roads, Thomas Construction Co., which is clearing away the Paul Medwed Bridge, washed out by the floods, and another is also removing the Richard Fletcher Bridge, built in 1915.

APPLE JOBS

Bull Creek activity is producing ample job opportunities for Engineers. Sonoma Brothers will complete rock slope protection by the end of the year according to Superintendent Ray N. Bertolino. Rock was laid from the creek bed up the slope to protect roadways in the creek in Rockcheller Grove.

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SACRAMENTO

The members of the office would like to express condolences to the families of Brothers William F. McNamara and John J. Connelly, who suffered tragic losses recently.

SAN RAFAEL

Congratulations to Brother Dave Castello and his wife, now and proud parents of a 5 pound, 13 ounce boy, born August 21.

BEST Wishes to Brother Buck Buchanan, who was in Pala- luma General Hospital.

A speedy recovery to Sandy Mills, just out of the hospital.

Brother Gerry Auverno, an apartment, consegured with Guadalupe Bros, suffered a hospitaling. We hope it is not too serious.

The Brothers employed by Ben C. Gerrick donated Sept. 24 to the San Francisco Boys' Club, the pay they would have received will go directly to the club.

FRESNO

Sincere sympathy to the family of Brother Millerand Weasel, who died in September.

REDDING

Brother Glen Hardrick is back in the hospital for major treatment. He would enjoy seeing some of the members. Our best to him.

W. A. Schotte is also in the hospital again for more work on his damaged hand. He should have it fixed up shortly, and will return to work in the near future.

Ron Bertram is still on the sick list. Hope to see him at work soon.

EUREKA

It is with great sorrow we report the deaths of Brothers William Hanley, Charles DeBaker, and Sam Shonk.

Brother Hanley died after a lengthy illness. Brother DeBaker was killed in an accident and Brother Shonk died after a heart attack.

Also, our sympathies to Brother D. Darrow, whose step- son Paul was killed in an accident, as well as to Joseph T. Smith, whose wife, Jhia, died following an illness.

SAN MATEO

Brother Henry Crab is in the hospital where he underwent surgery. Brother Charles Moutrie is doing well.

He also had surgery performed on him.

Brother Fred Cote is on the road to recovery, and should be working shortly.

Apprentice Brother Barry Mattson is short a few fingers, but is expected to return to the job soon.

We were all saddened by the deaths of Brothers Alec Shukatsky and W. R. "Bill" Schopp.
**You Can Collect**

Most of us, at one time or another, have loaned money to friends or relatives, or have sold goods or services on promise that the money would be paid. But woefully, we have later realized the receiver has left us holding the proverbial empty bag.

What recourse do we have in trying to collect?

For large sums of past-due money, the best thing to do is hire an attorney to file a suit. But for small sums, the law provides a Small Claims Court, where collections can be made in an inexpensive manner.

People can file a small claim petition at the cost of $1. A declaration may be filed by the plaintiff making a declaration on a form provided by the court, and generally prepared by the County Clerk with information supplied by the plaintiff.

A preliminary hearing is set for the hearing and a copy of the declaration and order delivered to the defendant. All costs must be prepaid, but generally become part of the judgment awarded by the court.

In filing a claim, be sure the defendant resides within the judicial district or the action is on an account or contract where the defendant contracted to perform the obligation.

Be sure you have demanded payment before filing papers.

If you are not 21 years of age, a special form must be prepared for the court.

Claim may be filed for collection of up to $200. However, a claim may be filed for larger amounts, but the balance over $200 must be waived. Separate claim cannot be filed for split collections, where the total is greater than $200.

A person cannot sue on an assigned claim. He must be the original owner of the claim.

Suits cannot be attached until a judgment is rendered. If a judgment is not rendered and a suit filed to attach a judgment cannot be obtained unless a declaration is filed stating the defendant is not in the military.

A defendant may file an appeal, provided notice is filed within 20 days of the date of the judgment. A plaintiff has no right of appeal.

A service of declaration cannot be served by the plaintiff. It must be served by a marshal, who will make his return of service official, by any person over 18 who is not a party to the declaration or by certified mail, which must be received by the defendant in person.

Defendants must be served at least five days before trial date if served within the county 15 days before trial if served outside the county.

A judgment, which is the amount the court awards, is payable immediately, or within the terms agreed upon by the court. Judgments usually include all costs involved. Payment that is made directly to the winning party and not to the court.

A demand should be made on the losing party to pay the judgment. The demand may be made by telephone or letter. If payment is not made, the following may be applied:

Apply for writ of execution, which will cost $1.

To use the writ, the following must be furnished the marshal:

1. Name and address of the party’s place of employment or location of his bank account or other assets, and a levying fee.

A Marshal’s bond in the amount of $1,000 is required.

In applying for an abstract of judgment, tell the clerk why it is required. The abstract is for attachment of wages or a person employed by the city, county or state, or to file with the county recorder in the county where real property is located so property cannot be sold without making payment of the debt.

You may apply for an order of examination.

If you do not have the information required for use of an execution or abstract the order of examination will require the party to appear in court to answer questions about his employment and assets.

The plaintiff must arrange to have the order served on the party and must pay the proper costs of service.

**DREDGING**

Continued from Page 14

The “Papoose” is still tied up at Pittsburg, and the “Rogue” was still reworking the Sailor’s Bluff. Brother Killor is Captain of the “Rogue.”

At El Cerrito, by the Sea, Utah Construction and Mining Co. is setting the wheels in motion. Superintendent is Don Higgin, who many dredgemen will remember. He has been around for many years.

The company has a No. 13 dredge in the area, to be used on a canal, and the Russian River. Willie Kowles is Captain of the “Huqoom.” He says it will be starting three shifts as soon as possible.

Interested dredgemen interested in overseas work should contact Utah, Martin and Day, or Raiser-Zachary and Dillon at the Navy Building, El Camino Real, San Bruno.

If you require more information concerning overseas opportunities, please contact me.

**OLDSMILER’S CORNER**

Jack Stokes, oldtimer dredgeman, helped in 1914. Dredges had 220-ft. booms. One break in a pair of dredges on Feather River as above, was designed for digging hardpan.

S. J. (Jack) Stokes, 3640 Kirkham, San Francisco, got his water mark early. He worked as a leaver on the “Armoise” in 1914 on a large tract of land between the Feather River and the Sacramento River.

He says the Sutter Basin Land Co. had two dredges built, each with 300-foot booms. Brother Stokes was served by a marshal, who set for the hearing and a copy of the declaration and order delivered to the defendant. All costs must be prepaid, but generally become part of the judgment awarded by the court.

In filing a claim, be sure the defendant resides within the judicial district or the action is on an account or contract where the defendant contracted to perform the obligation.

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A person cannot sue on an assigned claim. He must be the original owner of the claim.

Suits cannot be attached until a judgment is rendered. If a judgment is not rendered and a suit filed to attach a judgment cannot be obtained unless a declaration is filed stating the defendant is not in the military.

A defendant may file an appeal, provided notice is filed within 20 days of the date of the judgment. A plaintiff has no right of appeal.

A service of declaration cannot be served by the plaintiff. It must be served by a marshal, who will make his return of service official, by any person over 18 who is not a party to the declaration or by certified mail, which must be received by the defendant in person.

Defendants must be served at least five days before trial date if served within the county 15 days before trial if served outside the county.

A judgment, which is the amount the court awards, is payable immediately, or within the terms agreed upon by the court. Judgments usually include all costs involved. Payment that is made directly to the winning party and not to the court.

A demand should be made on the losing party to pay the judgment. The demand may be made by telephone or letter. If payment is not made, the following may be applied:

Apply for writ of execution, which will cost $1.

To use the writ, the following must be furnished the marshal:

1. Name and address of the party’s place of employment or location of his bank account or other assets, and a levying fee.

A Marshal’s bond in the amount of $1,000 is required.

In applying for an abstract of judgment, tell the clerk why it is required. The abstract is for attachment of wages or a person employed by the city, county or state, or to file with the county recorder in the county where real property is located so property cannot be sold without making payment of the debt.

You may apply for an order of examination.

If you do not have the information required for use of an execution or abstract the order of examination will require the party to appear in court to answer questions about his employment and assets.

The plaintiff must arrange to have the order served on the party and must pay the proper costs of service.

**SWEET SMELL OF SUCCESS?**

**PURR-FUMED ROAD FOR NUTS**

LONDON—Clockmakers in the downtown area could well have claimed to have seen everything recently when David Indradee sat out in his car, driving slowly around, sprinkling perfume on the road.

He said he was using the perfume as bait in an attempt to lure P!t, a Siamese cat with a kink in his tail.

Pit, Indradee said, belongs to his mother-in-law, Mrs. Helen Anderson.

She left the cat in his care while she went on vacation in France.

The cat disappeared two weeks ago, and Indradee has made a fragrant effort ever since to locate the missing feline.

He alerted police and distributed 2,000 leaflets giving the cat’s description—even sent dogs on the trail, but no luck.

Why the perfume?

“My mother-in-law never wore any kind. Pit may just be curious and come running to say ‘hello,'” he said.

Sounds like a federal offense for “enticing” to us.

**HEALTH AND WELFARE**

**PENSION ADMINISTRATION OFFICE**

190 Golden Gate Avenue, San Francisco, Calif.

Phone: 636-3423

**CREDIT UNION**

470 Vallecitos St., San Francisco, Calif.

Phone: 431-5858

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