Employment of operating engineers is expected to increase rapidly, all through the 1970's assuming relatively full employment nationwide and the continuing high level of economic activity needed to achieve this goal.

An estimated 230,000 were employed as excavating, grading and road maintenance equipment operators. Of more interest are the problems of these operating engineers held jobs as operators of other types of construction machinery such as cranes, derricks, hoists, diesel engines, air-compressors, trenchlaye-type machines and dredges.

Thousands of additional opportunities will come in the years just immediately ahead because of the anticipated growth in construction activity, and the growing volume of highway work along with maintenance and repair will be especially important in the development of employment.

The trend toward the increasing use of construction machinery shows every indication of continuing.

We must also take into account technological developments. The increased size, speed, mobility and durability of construction machinery has expanded operator efficiency. Mobile truck cranes are now in use that can lift 150 tons to a height of 300 feet, equivalent of a 33-story building, and scrapers are in use that can scoop up and carry 75 to 100 tons of earth in one load. Earthmoving machines now move many times the amount of material that could be moved by the largest machine just a few years ago.

Operating engineers operate various types of power-driven construction machinery—power shovels, cranes, derricks, hoists, pile drivers, concrete mixers, tractors, pumps, etc.—and must have a wide range of skills, even though they generally become identified as a craftsman or tradesman with the one machine in particular which they operate most often.

So employment opportunities underscore training—and most operating engineers, including the National Joint (labor-management) Apprenticeship and Training Program for Operating Engineers, recommend the completion of a three-year apprenticeship as the best way to qualify for journeymen status as an operating engineer. Many men with mechanical aptitude do enter this occupation by obtaining jobs as operators (operating engineers' assistant) or as helpers to heavy equipment operators. Workers on these jobs gain a knowledge of the machinery, how to keep it in good running order and how to make repairs. Oils and helpers must perform their work well and demonstrate initiative before they are given the instruction from experienced operators that is necessary for advancement. They also must demonstrate interest in and ability to learn the correct methods of handling equipment and be able to recognize hazards that must be avoided. Some men with mechanical experience, such as those obtained from operating farm equipment, may get operators the simpler construction machinery.

Still, operating knowledge of broad range of related equipment and attachments is usually necessary to obtain continuous employment, and this is best obtained through a formal apprenticeship program or, as mentioned earlier, on-the-job training in which the employee becomes identified as a craftsman or tradesman with the one machine in particular which he operates most often.

The Unemployment Insurance Appeals Board, which is an independent division in the Human Resources Development Department of the Governor's Industrial Relations Department, has issued a precedent decision in which it held that an individual who terminated his employment prior to the effective date of discharge voluntarily left his work.

In the case considered, the individual was informed by his employer that he was to be discharged on February 29. The employer was willing to permit the individual to work through February 29, but on February 20 the individual told his employer that he was leaving work on that day in order to take care of some private business.

The Appeals Board held that the individual voluntarily left his work because, had he so desired, he could have continued working at least three days more.

Chairman Robert W. Segg pointed out that this case was somewhat different than a recently issued decision in which the employer told his employee that she needed to work no longer when the employee unimpaired her resignation to be effective within a two-week period. Segg pointed out that in that case the employer continued the individual's salary through the effective date of her resignation.
Making You Money

CU Savings Growing

By JAMES "RED" IVY

A tremendous boost was given to the Operating Engineers Local Union No. 3 Credit Union by recent transfers of Vacation Pay to the Credit Union. Many members of the Union have received significant increases in their vacation pay; a reaction that produced an increase of over $20,000.00 in the Credit Union's savings.

These additional savings placed in the Credit Union have provided additional savings to our Credit Union. This increase is due to the fact that the nationwide Co-operative Movement is growing stronger and members are becoming more aware of the benefits that can be derived from being a member of a Credit Union.

The President of the Credit Union, BILL WOODWARD, Executive Board Member from Sacramento, said, "We are very pleased with the results of the recent transfer of Vacation Pay to the Credit Union. The increase in savings will help us to continue to provide the best possible service to our members."

As a result of these increased savings, the Credit Union has been able to provide additional loans to members. These loans are available for a variety of purposes, including the purchase of home, auto, or other personal items. The Credit Union has also been able to increase its loans for the purchase of homes to members of the Union.

These additional loans are made possible due to the increased savings placed in the Credit Union by members. The Credit Union is grateful for the support of its members and looks forward to continuing to provide the best possible service to them in the future.

More Counselors

More and better-educated counselors at U.S. Employment Service offices are helping unemployed individuals find jobs. Between October 1 and December 31, 1968, the number of counselors increased by 35 percent, or 5,352. Ninety-one percent of those spending half or more of their time in contact with aide hold bachelor's or advanced, degree, up from 83 percent in 1965.
ADMINISTRATOR of the Joint Apprenticeship Program, Danny O. Dees, is frequently called upon to speak at major seminars and convocations by dent of heading one of the top apprenticeship programs in the nation. In the letter below, Local 6's Joint Program is once again praised for high quality and dedication.

Management Lauds Apprentice Program

(Ed's Note: The following is excerpted from a letter written by Mr. James G. Westlake, Manager of the General Contractors Association of Hawaii to Mr. Richard Bowie, Director of the Manpower and Training Division of the Associated General Contractors of America, in response to a request for information regarding the training of Operating Engineers in the State of Hawaii. We think the letter speaks for itself.—Al Clem.)

Dear Dick,

This is in response to your telegram of February 15.

1. Regarding Training of Operating Engineers.

The Apprenticeship Program for Operating Engineers in the State of Hawaii has been in full operation for just over a year, but it is already regarded in many quarters as the finest apprenticeship program in our State.

We cannot take full credit for this, as we are merely using the centralized system as developed by Mr. Danny Dees.

Mr. Dees' Program covers the entire area over which Local Union No. 3 of the Operating Engineers has jurisdiction (Northern & Central California, Northern Nevada, Utah, and Hawaii).

His Program never sits still. It is constantly being revised, improved, and up-dated, newer and more efficient methods and techniques are immediately incorporated into the program; quality and safety are given continual emphasis; record keeping is centralized and computerized; instruction methods, both classroom and field, are constantly studied with a view toward shortening the required time periods, etc.—and we could go on and on.

In our books, Danny's program is tops—and the administration and respect we have for the job that he and his staff have done is of the highest order.

In addition to the Program itself, we are also blessed with the other essential ingredients that make for a "good" program.

Namely:

(1) a very strong and sincere Chairman;
(2) an excellent committee that operates on a truly joint basis;
(3) a top-notch Coordinator;
(4) extremely strong management interest and support;
(5) absence of any attempt on the part of the Unions to dominate the program or to otherwise "steal" it for their own ends. Their interest in the program is just as active as that of management—and they are equally sincere.

I am not certain what type of specific information you are seeking, but if you write to Mr. Dees I am sure he has some material that he could send you. His mailing address is:

Mr. Danny O. Dees, Administrator
Operating Engineers Joint Apprenticeship Committee for Northern and Central California, Northern Nevada, Utah, and Hawaii
3005 16th Street
San Francisco, California 94103
Telephone: (415) 431-3935

By DAVE REA, AL DALTON,
ANT GABOPOLO and
HERMAN ANYELL

Most of the work is at a standstill in and around Sacramento due to the wet weather. Only a few of the construction projects continue to plug along. The shops continue to operate a regular pace.

International Harvester in Sacramento has had a change in management, moving two foremen from the shop to Service Manager and Shop Foreman. We are looking for good relations to continue after this change. Texaco Tractor is still on a two shift operation at their Sacramento Store and hope to be moved into their new center by mid summer. They have a lot of space at this time to close the Woodland store and move these men to the new location.

Employment of Madison Sand and Gravel were off work for the winter, but are now back on the job stockpiling for the summer. This company has a good record of keeping the brothers on the job. There are 27 Brothers working at their Madison location and most of them have been with the company in excess of 10 years.

Gracite Construction Co. is putting the last of the 96" pipe into the ground on River Road where it connects with a pumping station which is being built by Clem."
The shops and plants' vision news
•
ond until a maximum of
rise above 875 feet.
ond. In a 12 hour period, officials
poses and will not be allowed to
until April 1 and the £nal
the lake level not to exceed
that would have an effect on the
began, it was estimated at 845 foot
mined under a rather complicated
amount of rainfall in
described the
leases".

your con£dence and support.
their families . Thanks again for
which are negotiated in this
of all the Brothers and

The heavy runoff from the last
is 'n't roaring
over the top of Oroville Dam,
per second of falling water. This
£ve
hiking trail , the slopes of
area on the opposite side of the
£elds here and in Sacramento, the
and surpass the entire accumulation
for the
cum. This project is a
get effective for

2,000
feet per second,
third floor was being
the after. The main and the
cable between the forebay and the
only after a capacity of
6,000 cubic feet per second. Be-
3,500 and 6,000 cubic feet per second were
were being discharged through the
canal.
The spillway discharge is in-
creased, the capacity of the fore-
bay and afterbay canal will be
on the diversion dam will be
reached and at that time gates will
allow the discharge to
be lowered down the \regular
channel of the Feather
River.

- The power of falling water was

FLOOD ON THE YUBA RIVER—The
recent series of
storms dumped so much
water on the Yuba River watershed that
concrete pouring at Bullards Bar
was temporarily halted.
The storm produced the third
greatest flood in the Yuba River
watershed on record—only 1925
and 1964 storms were greater.

We have no reports of
damage to permanent facilities
at the project, and the construction
schedule will not be substantially
affected. The dam has reached a
height of about 200 feet, and a
gap was left at a height of about
400 feet for water to flow through
in the event of a major storm. At
the height of the storm, the water
pouring through the 18 foot wide
gap was 17 feet deep, but it dim-
ished to about nine feet deep.
The project east of Dobbins is
picked up a little tank work also.

Reedy's

the Narrows was down to about
17 feet deep. Only the
1955 and 1964 storms
dumped a greater amount of water
on the Yuba River watershed.

The project in a sec-
ton of the famous "Blood Alley"
that claimed 22 lives since
September of 1966. The contract
was awarded to

THE DAM—Water isn't roaring
crossing the top of Oroville Dam,
there aren't any cracks in it and
the core block hasn't shifted. In
fact, the dam and its spillway are
expected to be back to normal in two
or four weeks.

WILD RUMORS ABOUT

The powerhouse canal and the
forebay and afterbay. About 10-

spend nationwide. The National
broadcasting Company's "Today"
show beamed pictures of water
pouring over the top of the
dam. The state department
of fices here and in Sacramento, the
newspapers and other agencies
were flooded with telephone calls.
One was from the general in com-
mand of the army of young engi-
neers, who heard rumors of exces-
sive soggage. All of these reports
were unfounded. Oroville Dam is
"the most sophisticated and highly
instrumented" ever built.
Personnel got into the dam
every day to inspect it, and the instru-
ments are continually monitored.
Actually the dam is performing
better than its designers expected.
The amount of soggage is less anticipated.
"It's performing beauti-
fully and there is no basis for any
of these rumors. It's doing just
what it should be doing.

The Yuba City, California. The Brothers have
toured through the power canal and the
forebay and afterbay.

Third Greatest flood on record in the Yuba River watershed has
poured so much water into new Bullards Bar reservoir that con-
crete pouring through the one dam has been temporarily halted.
Water began spilling over the
gap in the dam on April 14, and the

a penstock opening at lower left. The gap in the dam through
which water is pouring is 80 feet wide, and at the height of the
storm the water pouring through it was 17 feet deep. Only the
1955 and 1964 storms dumped a greater amount of water on
the Yuba River watershed. (Photo by George Inzyn)
In 1960 the Civil Service Commission introduced the Federal Merit Promotion Policy for a systematic selection promotion, according to merit. The program was designed by the Commission and by Congressional interests alike, for improvement in the promotion programs of individual Federal Agencies.

The program was not without its critics. Some speculated that managing some installations didn't come up to program goals. The process of evaluating and ranking candidates was in too many cases just a matter of degree, according to age, and to improve the merit promotion program because they weren't properly put into system before promotion. "We're not sure what we're promoting," The original request went before the Alameda Planning Commission. It was later reported that Mrs. B. M. Aird had heard of Sandoz's decision to locate in the area at last writing had been rejected by the Civil Service Commission due to the rainy weather, but at present it has managed to spend time to get the new home. The company has found a few, if and when the rain stops, in a few miles at the start of a few, or the need of staff was not being taken into account. The

The Equipment Dealer Shops

The current situation in the promotion of staff is similar to what the new home will look like at present. A few, if and when the rain stops, in a few miles at the start of a few, or the need of staff was not being taken into account.

By DON LUBA, Downtown Oakland

The work situation in northern Alameda County at this writing is about identical to last month. We can see that there is some optimism, unless these heavy duties of rain we have been hav­ ing, we are ready to jump back into the bay area. Our B.A.R.T. jobs in the downtown stages, with the newest of the Wye jobs. Early Winds-Drake are approximately 95% complete on the Bay Bridge project. Peter's promise of M. K about in the same stages. Productive work, with a few workers to keep them togetherness with hopes of a break in the weather.

By TOM CARTER, Richmond Area

The B.A.R.T. work in the area has been improving quite well despite all the wet weather we have had this winter, Shun Mako has completed the first of section to reach the 7th St. and Meridian area. The one of the engineers minds to turn loose the engineers back to work and order the underground station in Berkeley.

The BART work for Frisco & Colton on the underground sta­ tion at the 7th and 7th Avenue areas had been completed a few weeks ago. The work for Frisco & Colton on the underground station at the 7th and 7th Avenue areas had been completed a few weeks ago. The work for Frisco & Colton on the underground station at the 7th and 7th Avenue areas had been completed a few weeks ago. The work for Frisco & Colton on the underground station at the 7th and 7th Avenue areas had been completed a few weeks ago.
Eureka-Samoa Route

By RAY COOPER and
PHIL DUNFORD

$304 Million by Atkinson - Commerce,
the proposed $304 million Eureka - Samoa project wou
through Arcata and return, pro-

A stepped-up effort of offer of
through Archata and return, pro-

District Engineer H. C. Lanam said that while it has been High-

projects on other projects to con-
icements for fish passages including bu-

Lockheed-Fraser A positive commitment of $18,000 as Hum-

"Building blocks" of aluminum, for ex-

The action marked the first con-

A dike broke at Kennecott's

"Building blocks" of aluminum, for ex-

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The meeting came to Muham- made in Oakland last month when experts from the Tellurometer Division of Heny Electronic Corporations put on a demonstration, for Local Unions No. 3 mem- bers, of the new Tellurometer, a microwave distance measuring in- strument.

Many Tech Engineers at- tended the union-sponsored meet- ing and were given a two-hour presenta- tion by C. G. Romaniello, Field Sales Manager, on the use of the Tel- ler. Jim Vick and Harvey Lof of the Lietz Co. were on hand with Tel-

DESCRIPTION OF LAND ON FILE IN A CERTAIN CONNECTICUT COUNTY OR A PARCEL OF LAND CONVEYED IN 1812—This property contains about 30 acres, 3 rods and 10 rods after deducting whatever swamp, water, rock and lean area there may be including therein and all other land of little or no value, the same being part of said de- ceased's 1,280-acre colony grant, and the portion hereby set off is 1,600 acres.

A description of the property is as follows:

"... where Philo Blake killed the bear, and the portion hereby set off is rather high part of said ridge, thence by a north straight line in about a course parallel with the line around the Great Swamp, to a stake and stone piled around it, thence by an- other straight line on a course fac- ing just one eighteen rods and by a sloping straight line to a certain heap of stone which is by facing just eighteen rods and about 1 rod some from the stomp of the big hucklebush tree where Philo Blake killed the bear, then to the corner begins by a south straight line of about equal length which are to be run in by some skilled and competent sur- veyor so as to include the area and surveying as herein set forth. —George D. Whitmore

MICROWAVES AT WORK gained the rapt attention of Mike Boskovic, John A. Mancini; Justine Ven- nistrom, J. T. Hill; Paul H. Wise, Bryan & Murphy; Jerry Ellington, Rife Peters & Jones; Larry Fadness, Carlos E. Gonzalez; Art Chapman, Del- aware V & M; John E. Koch, Jones & Tillison; Antonio Gadda, Martin Ron; Fred Gadda; Jim Vick of the Lietz, (behind the instrument); Daniel A. Alameda, Richard P. Kandil; and Don Ryan of the J. Y. Long Co. Tech Engineers really enjoyed the Local Union 3-sponsored session and were looking forward to other such meetings.

By MIKE WOJACK

The creation of the microwave system for measurement of distance and speed could hardly be classified as mini- matic, equipment has been pro- moted which is light in weight, (6 Os Tellurometer MRA101), and accurate to ±3 p.p.m explains Jim Vick (right) of the Lietz Co. to Local Union No. 3 Tech Engineers Jerry Ellington; Riffe, Peters & Jones; Mike Boskovic, John A. Mancini; Paul Wise, Bryan & Murphy; Art Chapman (Oak Hill Tellurometer); Antonio Gadda, Martin Ron.

MARCH 1986 Page 7
Dredging

By SIDNEY MARGOLIS

Dredging News

This is the year Congress finally may enact major tax reform to simplify and ensure that you make yourself sure to take all the legitimate tax-saving vehicles available under the new law.

Because of the system you are paying higher taxes than since you get going last year. The governing reform is incomprehensible, as you will see. The loopholes allowed all-male employment of workers, investors in stocks and bonds, and selective redundancies, so that your deduction will be the same:

Using and other spokespersons for moderate-income families have been pleading and crusading with Congress for years with no effect. Presently, some very wealthy people are able to get only a portion of the itemized deductions in form at.

CHICAGO State Dredge "No. 4" still working all around the waterfront in San Francisco on two shifts. The city's San Francisco has taken over the management of the harbor with no pay cut. The supervision will be changed a little. We hope this will be for the better.

Ideal Cement bust as usual with two shifts running about the same operation. They are pumping large barge loads of shell for their Cement.

Brother John Hull was seriously injured while working for Utah Dredging on a road job away from home. We hope, at this writing, Frank is back at work.

CITIES OF SAN FRANCISCO - The City of San Francisco officially turned over to the city today. For the past 100 years, the $400 million worth of waterfront land, property and railways has been operated by the State of California. The city's waterfront has been sold to the city with full voting power on a joint board of directors. The city assumes the port's debt of $81 million and is scheduled to spend $100 million to improve facilities over the next 25 years.

GOLDEN CANYON TO STOCKTON - A DITCH IN NEED OF DREDGING - A persistent danger in our national preoccupation with pressing international and urban crises is that we may fall behind in attending to necessary housekeeping chores.

The Vanguard of a whole new generation of supertankers is now traveling the world's sea lanes. Hundreds more are under construction, many in Japan and Canada.

The potential impact would, of course, be especially damaging to the nation's older refineries as the Northen ebook Marine Affairs has two of their barge rigs working the levees riprapping to save the levee from the high waters.

The impact would, of course, be especially damaging to the nation's older refineries. Such new refineries are already now under construction in Japan, glutting the world market.

In Line of Duty

Crash Kills Rep. BELL

By BAIL Bishop, District Representative, Joe Hamann, Business Representative, Jack Evans, Business Representative and Bud Jacobson Apprenticeship-Coordinator

On February 6th, the members of Local 83 were shocked and saddened to learn of the passing of District Rep. Brother Mont Parker. Brother Mont was killed in an automobile accident South of Reno. He served District #1 for 14 years and for the past 11 years he has been a Business Representative. He leaves a host of friends who will miss him. We extend our deepest sympathy at this time.

Starting March 8, 1969, the Apprenticeship Program in Nevada will be open for registering every Thursday night between the hours of 5:00 P.M. and 8:00 P.M.

If you have had any questions or need information about the Apprenticeship Program, or would like to register for the tests, please contact the following: By Gail Bishop, District Representative; Joe Hamann, Business Representative, Jack Evans, Business Representative and Bud Jacobson Apprenticeship-Coordinator

The other half of your health insurance, if you have more than the $150 limit, is deductible subject to the $150 deductible. If you have a doctor's bill of more than $150, you can include all hospital and doctor bills, including any payments toward medical insurance you or your employer or union-provided health care, as well as any payments toward your portions of your insurance premium. (That's a fast way to see what you're paying toward your insurance premium.)

You might be in a position to support a relative who would qualify as an exemption on your return except that he has taxable income of $600. However, if you do not support him to the extent of half his income, you cannot claim him as an exemption. The tax law requires that you must support him to the extent of at least half his income before you can claim him as an exemption.

Payments for Medicare Part B are deductible to the extent you pay them. If you have Medicare Part B premiums, deduct the amount you pay. Check the box labeled "Mandatory." If you have Medicare Part B premiums, deduct the amount you pay. Check the box labeled "Mandatory.

Although you cannot deduct expenses for a dependent who is a nonpayment. But you can deduct for car expenses such as oil changes, parts and instruments for the job site. You also can deduct costs of getting to work, including car payments for the period immediately before and after the work-related driving.

The dead weather in this area has shut most of the jobs down. The Rogers job in Washoe Valley, is shut down because of too much snow. The Rogers job in Palmer Valley north of town, is shut down for the same reason.

All the work in the Lake Tahoe area is shut down because of too much snow. This condition will stay the same until March or April. The Good weather in the Lake Tahoe area is keeping busy shoveling snow and cutting wood.

The Rogers job in Washoe Valley is shut down, except for striping operations, due to too much snow and the fishing really good this Spring. The work picture looks bad for the next 2 months, then it will improve and get better because we can see the weather coming up in the Spring. These will start next Fall, so the general work picture is real bad now, but will change about a lot this Summer.

Don't Overpay Taxes

By LESTER H. THOMAS

Equity, Tax and Disease

The other half of your health insurance, if you have more than the $150 limit, is deductible subject to the $150 deductible. If you have a doctor's bill of more than $150, you can include all hospital and doctor bills, including any payments toward medical insurance you or your employer or union-provided health care, as well as any payments toward your portions of your insurance premium. (That's a fast way to see what you're paying toward your insurance premium.)

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Rain! Rain! Rain!

By WALTER TALBOT, A. MCNAMARA and J. H. GIM CENTROW

The prospects for work in this district continues to be slow due largely to the rather unfortunate rainfall for Stockton is now twice the amount as it was for the corresponding period last year, almost double the normal amount to date.

On the brighter side of the picture is the fact that the deluge of water has done much to replace the membership for the entire year. Many contracts will be required to rebuild river levees, county roads and State highways to put them back in their former state of repair.

Also the adverse weather has caused the U.S. Army Corps of Engineers and the politicians to take another look at the New Me- lones Dam. The project - which looks to construct the new dams are scheduled to be forthcoming until 1962.

George Bischoff of San Jose was low bidder on the two lane highway job in Amador County near Florida and received a bid of $124,000.00.

Claude C. Wood Company of Lodi grabbed the third job that was released in the last issue of the News which was another low bid located in Calaveras County for $335,000.00.

Elliott-Scott Inc. and Moberly Construction Company poured in the lowest bid at the grading and paving of State Road 132 between Lake Allos and Mokelumne Road. Their bid was $402,000.00.

Stanford Co. of Stockton has a $280,000.00 contract to wid- en Hatch Road between Carpenter Road and Crows Landing Road near Modesto.

Al Hawthorn of Stockton Napoleon Brothers of California to con- struct a Cultural Center near Ceres and the second section of Cliff Highway will be opened.

The first phase of connec- tion will be on the street work, small drains, a golf course and housing site preparation. Exten- sive waterworks will be added to a self-sustained city with homes, shopping centers, etc.

Tab Construction Company Inc. of Los Vegas, Nevada was the low bidder for another portion of the multi-million dollar sewer project for the City of Modesto. The Tab Construction Company Inc. bid was approximately one half million dollars.

K-W Dart Truck Company and Bonaventure Company Inc. both have Engineers employed to make modifications on the Dart Trucks that will allow them to haul 32,000 lb material from La Grange to the New Don Pedro Dam on the California-Ar- kansas Job. They will also do the warranty work on this equipment.

It is expected that the Operat- ing Engineers welders will be employed before the modification work is completed.

The new contracts that have been made are the low bid and the re-employment of jobs already under construction, but due to lack of material and work to proceed, should provide em- ployment and employment for members of this district for the coming year.

GEORGE A. HALL - The Assessor, Brothers Gordon Bow- ley, Lawrence Chapmen and Ed Houston, was elected to serve another year as grievance commit- tee for District 9.

ARCHITECT'S RENDERING new Trans World Airlines' Passenger Rotunda at the San Francisco International Airport. Costed at $27.7 million, the project is part of the Airport's $101 million develop- ment program. The new rotunda (No. B) will accommodate the Boeing 747 and other "superjets." Design is by San Francisco Air- port Architects (John Carl Warncke & Associates & Dryblad and Blacklock).

DEVIL'S SLIDE DRAWS SOME SIX FEET

SAM MATEO "HUB OF THE PENINSULA" DEVIL'S SLIDE

The recent abnormal rain has delayed the second section of Highway 1 on the move again. Some reports indicate that portions of the area have dropped some 4 feet, causing temporary blocking of traffic and small downhill emergency repair work, mostly done by public employees rather than legitimate contractors who, of course, hire Local 32 carpenters, if they are given the work. Many years ago the old Ocean Shore Railroad had to aban- don their tracks that paralleled that same section of cliffs. Certainly private enterprise could not afford to maintain a road for Petersen such a hazardous area. But with public money (yes, that's right), it has become a lucrative annual job for state road crews. The obvious answer to the perennial problem is to eliminate it by building a new road either over or through the offending mountain range rather than to keep trying to maintain a trail on a continually moving cliff. No doubt such a new road could have been built many times over with the tax money used so far. The pres- ent road is still a dangerous 2- lane trail, so better now than to never have had it. But keep it in mind, working people are very good and they know what to look for in the work to be done.

V. S. SENATE

GEORGE H. S. T. BERRY

907 N. Rodes Drive

Beverly Hills 90210

or

Senate Office Building

Washington, D. C. 20515

ALAN CRANSTON

U. S. REPRESENTATIVES

11th DISTRICT

PAUL N. MCCLOSKEY, JR. (R)

450 E. Camino Real

Belmont 94002

or

House Office Building

Washington, D. C. 20515

California Legislature

STATE SENATE

12th DISTRICT

RICHARD F. DOLING (R)

151 Second Avenue

San Mateo 94041

or

State Capitol, Room 3595

Sacramento 95814

or

ASSEMBLY

20th DISTRICT

CRAIG FREIBERG (R)

320 Broadway

Redwood City 94063

or

State Capitol, Room 3993

Sacramento 95814

or

STATE ASSEMBLY

29th DISTRICT

LEO J. RYAN (D)

239 Linclenhaven Av.

South San Francisco 94080

or

State Capitol, Room 4153

Sacramento 95814

SUPERVISORS

5TH MATEO COUNTY

County Government Center

JAMES V. FITZGERALD, Chairman

ROBERT B. ST. CLAIR, Vice-Chairman

L. LOUIS CHESS

3rd District

MRS. JEAN FASSLER

4th District

W. H. WERTER

5th District

Another serious situation is un- employment compensation. It is too little and for too short a period for many building trades- men such as Operating Engineers. There is a bill, (Assembly Bill No. 235) coming up before the legis- lature that if passed, would lengthen the benefit period from 26 to 36 weeks.

Assembly Bill No 235 would in- crease unemployment compensa- tion to $5 per week. $5 per week is little enough when the average weekly wage is $154 in all California.

Assembly Bill No 235 would per- mit the employer to contribute $15 per week in addition to his weekly benefits instead of the present $20.

Assembly Bill No 237 would aid eligibility and eliminate certain unfair disqualifications.

Assembly Bill No 239 would pro- vide that an employee not lose his unemployment benefits during a strike disprove if the employer were found guilty of unfair trade practices.

Assembly Bill No 239 would pro- vide that an employee would not lose his job if his wages were guar- anteed.

Bill $119 would, if passed, effectively eliminate a pro- visional strike breakers. Both "saboteurs" and employees of "scabs" would be in serious violation of the law and subject to heavy fines and/or imprisonment. San Fran- cisco has had such an ordinance on the books with very little effect. Los Angeles has not and is con- sidered essential in serious work stoppages.

Again if these interests will come up in political dialogue and let your legislators know how you feel. Or let "George" do it and nothing will be done.

Many dirt jobs have been demanded for some time. We find much, however, in the way of commercial building going on and planned for the near fu- ture, especially in and about the San Francisco Airport.

Douglas Airport, Inc. has finally started on their new 7 story office building at the San Francisco International Airport. It is scheduled to cost about $3 million. With much of the concrete work on the 2nd floor black away we find Herb Mackman doing the work for the founda- tions and roof.

In addition to the United Air- lines 747 jet hangar buildings, they are also now starting a new ad- ministration building at a cost of $3 million.

Happy Easter!
SPRAY SPECTACULAR as water bursts out the spillway at Oroville Dam at a speed comparable to 37 miles per hour as it is released from the reservoir behind the huge dam. The spray and turbulence of the water from the spraying heads was called "energy dispense," a term used to describe how water breaks the force of the spillway water, sometimes shooting it as high as 200 feet. The level of Oroville Lake was 850.86 feet above sea level yesterday. Release of the lake water is started when the lake level is raised to 843 feet above sea level, which occurs recently. The top of the dam is at 900 feet above sea level. State officials said that the structure was reducing the flow in the Feather River to one seventh of what it would have been without the dam.
By Claude Odom, Kirkland, The Fresno Bee,ervard and Walt Noriea

So far this winter in this area, where the winter is almost in its last year. One rainfall to date is 15 inches above a normal of 5 inches for the period. Such a rainfall is needed to keep the winds from blowing and conditions will dry up rapidly. One problem that often appears in such conditions is that it has created considerable interest in flood control and facilities. This year is scheduled for completion some fairly large jobs coming

The crib walls were construct

Work about February 12th wi th Carl W..

were shutting down jobs through­

was able to go right ahead with

the washouts repaired. The Dark­

nw north of the Fig Garden Shop­

realignment, it is just another step

for a few blocks. This will be a

movement to the east of Van Ness

to create a frontage road south of

BF

bisect Fresno as its 8 lanes of con­

crete move from south of town to

Water District Distribution Svs­

across South Van Ness Avenue

set, unus ab le, high and dry. The

early next year and there they will

years.

of testing their

any headway

Medical Extortionists?

Unions Must Fight Costs

By Fran Walker, Trusted

1 Local 3 CIPPA Rep.

A "landmark" session of the California Council for Health Plan Administers for upgrading both

classifications and salary-wise the

California Council for Health Plan

organizations.

The Allied Paving Company of

Fresno is the apparent low bidder

for both the new building and the

n north of the Fig Garden Shopping

Center. The project includes 75

units, one for each member of the

Community and San Ramon and Palm

A new bridge, the Cottonwood

will be replaced by a

new bridge, the Cottonwood

will be replaced by a

new bridge, the Cottonwood

will be replaced by a

NEW ENGINEERS NEWS

Page 11

March, 1969

TORINO’S

in Almost 400 Years

Two Scenes above show meeting with Brothers at Remco Hydran­

Walls, Calif. in top photo. Photo Trane Free (right) discusses fringe

benefits as Vice President Dale Marr (center) and Br. Wagner, Business Agent, look on. Straw, Brothers take Union

Obligation administered by Dale Marr.

Work Experience

The Labor Department has approved a $2.8 million experimental contract with the Watts Labor Community Action Committee to give low income workers the experience of serving on the Interstate highways arms of Los Angeles. The youngsters will live and train in a rehabilita­

lives from their homes.

TWO SCENES above show meeting with Brothers at Remco Hydran­

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lives from their homes.
CONTROL ROOTH'S EYE view of the new District meeting Hall at Local Uni on No. 3 Headquar­ ters in San Francisco shows closed circuit television monitors and camera equipment in action for a recent District Representative, Business Agent and Coordinator Meeting. Shot was taken over the shoulder of Bob Cram, Public Relations and Radio-Television Director for the Joint Apprentice­ ship Council. New hall is part of the half-million dollar expansion program which is nearing com­ pletion.

ANOTHER VIEW of the New District Meeting Hall provides a somewhat different prospective and gives a wide-angle view of the functional arrange­ments as well as placement of closed-circuit tele­vision monitors.

Scientific Bookmaking!

Actuaries View Your Future

Life insurance companies aren't widely known as gambling insti­ tutions, but there's a new publi­ cation that does the odds up for them all the same. It's the latest edition of "Life Tables," a part of the over­all continuing studies of the National Center for Health Statistics. The Center, of course, has a never ending job as it com­ piles the vital statistics of the na­tion and analyzes them. You are a white male, age 37, and your wife is 24, and you want to know how many more years you have left? The Life Tables can tell you what your chances are, and don't knock the figures. Though you may do better—or not as well, there's no guesswork involved. The Tables reflect real U.S. experience, "a snapshot of current mortality experience" as the Center puts it. Looking down the columns, the 37-year-old white male can expect to live for 24.4 more years. His 24-year-old wife can anticipate that she will be around for 45.2 years. Though this isn't listed in the Tables, a little arithmetic will tell this couple that statistically speaking this wife had better bet she'll be a widow for 6.8 years.

How about a couple closer to "middle age"—let's say a husband who's just turned 50, his wife (whether she likes it or not) has reached 45. If both are white, the husband has a life expectancy of 21.3 years, his wife 20.3 years. Even if the wife were also age 50, her life expectancy would be consider­ably greater than her hus­band's, or 28.5 years. Even if the wife were also age 50, her life expectancy would be consider­ably greater than her hus­band's, or 28.5 years. Take the 48, now assume that both are white. The husband can expect 20.8 more years, his wife 26.4. Move the couple ahead another 5 years and these figures show up. The husband can expect 19.5 years at age 58; his wife 25.4 years. The husband can expect 19.5 years at age 58; his wife 25.4 years.

You might say this is about the shoulder of Bob Cram, Public Relations and Radio-Television Director for the Joint Apprentice­ ship Council. New hall is part of the half-million dollar expansion program which is nearing com­ pletion.

WASHINGTON, D.C. — The U.S. Dept. of Commerce, through its Business and Defense Services Administration, forecast that the value of new construction put in place in the first quarter of 1969, an increase of more than $6 billion over last year's total.

Encouraging as this is, the pro­ jected rise would not equal past years' peaks that hit..." the federal surtax put into effect in 1969 is expected to relieve some of the pressures on the money market caused by heavy government borrowing in the latter part of 1967 and early 1968. Thus, while money will still be relatively expensive, its avail­ability will be somewhat greater during 1969 for private construc­tion financing as well as the mun­icipal bond market.

This sentiment at the present point appears hopeful that fiscal policies of the past years will serve as an example of the inflationary pressures and lessen the rate of overall con­struction, according to the Corps. Real­ gain improvement in the price sit­uation, and the ability to handle moderate wage demands in con­struction as the new year de­velops.

Commerce Dept. was optimistic in forecasting private housing vol­ume.

With the official 1968 total re­ported at 1,555,000 units, the out­look for 1969 is for 1,600,000 to 1,650,000. This would about equal the production in 1967, the highest for five years. A total of 1.9 million units were constructed in 1967.

The latest official aspect of the strong recovery of new building starts in 1968 was the upward spurt of single family detached starts. This would be the report noted. Starts of two or more unit structures increased because of higher costs.
AN" permissiveness if indicated that today's automobile up to 45 per cent is an empty plan ... . The labor press would be between .75 and 1.0 these in place of the present method of .premium paying public at extra cost. Reduced benefits under the court - jury method of determining damages for persons injured is in fact based on invalid cost awards. Board has warned, bankers in the made in each case on accident victim of an automobile accident "Right", Kzar was noted on work - less than 2 per cent of lost wages. AlA have raised their interest rates to 5 per cent more than the present law. Thus, if a person is presently paying 3.15% interest, AlA believes that an adequate rate would be between $170 and $135, so any reductions under the proposed plan would be reflected from the highest premium level.

WAGE LOSS LIMITED

The DRI critique also emphasized the following regarding the proposed wage loss plan:

1. Wage loss recovery would be capped. Under the present system, an innocent victim of an automobile accident is entitled to recover full damages, including wage loss, both present and future. Under AlA, a ceiling is placed on wage loss recovery. A 15 per cent "tax deduction" is subtracted from any amount payable for such benefits and the maximum recovery allowed is $750 a month ($9,000 a year) without any proof of permanent injury. Thus, upon returning to his job which would keep him from misses one month's work. AlA would pay him for his wage loss ($15 per cent and up to $750) and for his hospital and medical expenses. In such cases, AlA believes that the disability which caused the illness or injury was so slight that the wage loss was miscomputed. A clause in the agreement which will provide for a "risk of injury" clause in the AlA plan would yield less than $500.

2. Laws of earning capacity, a proper element of damages under the present system, would not be allowed. For example, a factory worker could be injured in an automobile accident which would force him to miss one week's work. AlA would pay him for his wage loss ($15 per cent and up to $750) and for his hospital and medical expenses. In such cases, AlA believes that the disability which caused the illness or injury was so slight that the wage loss was miscomputed. A clause in the agreement which will provide for a "risk of injury" clause in the AlA plan would yield less than $500.

3. For persons partially or totally disabled as a result of an automobile accident, there would be no recovery for earnings which were not earned during the period ranging upward to 50 per cent of total medical and hospital procedures. Under the present system, the de- sion is made in each case as to what damages are proper as determined by evidence presented.

COVERAGE IS DUPLICATED

4. Also of concern to the force is the fact that all motorists would be forced to carry automobile insurance, many of which dis- plicable that many new laws have as a part of automobile accident, is the present method of determining repairs, based upon negligence. DRI said that the AlA "Complete Personal Protection Automobile Insurance Plan" is in fact "incomplete, impersonal and its basic limits do not offer the protection which many motorists have today through their current insurance. Additional benefits would be paid by the premium paying public at extra cost. Reduced benefits under the basic plan also should concern the labor force of this country."

CHALLENGES COST CLAIMS

Regarding the claimed cost savings, DRI cited the response of the American Mutual Insurance Association: "A preliminary actuarial study has found serious deficiencies in the cost figures is comparisons, an unrepresentative sample of policies was used in the above assumptions. The basic limits policyholder would take a tremendous reduction in benefits in cases of injury and would be deprived entirely of any payment in case someone crashes into his car.

DRI also warned that the AlA proposal computes its cost savings under "adequate insurance" rates but that its own spokesmen have indicated that today's automobile insurance rates range from 10 to 15 per cent too low in most states. Thus, if a person is presently paying $100 for his auto insurance, AlA believes that an adequate rate would be between $130 and $135, so any reductions under the proposed plan would be reflected from the highest premium level.

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NEW POWER GRAB!

Bankers Find Loophole

This IS A REAL can of worms. It can affect the whole capitalist system in the United States. The line between banking and commerce should not be blurred.

The word will come from the nation's Number One "money man," William McC. Martin, chairman of the Federal Reserve Board. Martin is referring to a huge, swift, scarcely noticed new power grab by America's biggest bankers. As reported recently by the New York Times: "The rush by the nation's largest banks to diversify through one-business deals has accelerated into a mass movement. The number of bank holding companies... has increased from 10 in 1957 to 139 today. In the process, some bank presidents have "found a special loophole" in the Bank Holding Company Act that will let them branch out into any other kind of business... into retailing, manufacturing, trans- portation... The number of bank subsidiaries has doubled and thereby sample an ever-greater share of our economy.

Banking Vice President noted that within this movement "as the most daring enterprise that the banking world has ever undertaken," and says it has raised such questions as these: "With all their financial muscle, will banks rules other banking institutions? Banking's free-wheeling style today preoccupy a economic climate, as it did in the twenties?"

Ever since New Deal days, as a result of the banking disasters of the 1930s and early 1940s, the national banking laws have forbidden banks from controlling nonbanking businesses. The Bank Holding Company Act of 1935 applied the same rule to bank holding companies--with some unfortunate loopholes.

Several reasons are cited for stopping banks from owning other businesses. First, banks deal with other people's money. Their primary obligation is to their depositors. Bankers should not be tempted to "risk" their bank by lending huge sums of money to some other enterprise.

Second, banks are given very special privileges by the government to issue credit. The reason for these privileges is to supply all businesses with credit at a fair price. When banks branch out into other businesses, they are apt to tie in their credit in a way to favor their own enterpris, in competition with other enterprises.

Third, the big banks already--control their own credit and through the vast pension funds and trust accounts they administer--can control large businesses. Bankers should not be tempted to "risk" their bank by lending huge sums of money to some other enterprise.

An EXAMPLE OF this already exist in the state of Florida: The DRI Board has investigated how banks have exploited the First National Bank of San Francisco's $480,000,000 in 1915-16; tiny white-shirted figure is Red's 2. Loss of earning capacity, a proper element of damage under the present system, would not be allowed. For example, a factory worker could be injured in an automobile accident which would force him to miss one week's work. AlA would pay him for his wage loss ($15 per cent and up to $750) and for his hospital and medical expenses. In such cases, AlA believes that the disability which caused the illness or injury was so slight that the wage loss was miscomputed. A clause in the agreement which will provide for a "risk of injury" clause in the AlA plan would yield less than $500.

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Weather Still Boss in Marin

By AL HANSEN

Close to 30 inches of rainfall here in Marin County so far this season—this time last year we had only 12.75—averages to date: 17.72. At this writing, practically all the snow is down due to the advance weather, and our out-of-work list is growing.

However, Mr. Permitting, we should look to a good year here in Marin County.

We have just learned that Glitch, Lott was awarded a contract to a bid of $25,400 to go to San Rafael off Highway 101 at $7,605, which calls for widening of Highway 101. The project, to take about two months, includes widening the two lanes, to re-striping the northbound freeway from four to five lanes, to free it to market and installing two overhead signs. Also coming up for bid soon will be the building of a ovoidation.

New Petaluma span goes to bid next-month—four significant references to Him of human rights, the Constitution of the United States, the Declaration of Independence in 1776, they made it clear that all men were created equal.

Fewer, still, appreciate that women's rights, they wrote, are those individuals who are not freeborn, who are not freeborn, who are not freeborn.

The Army said it would put up $2 million in statewide funds when reclaimed and because of this restoration, the project will aid in restoring damaged dikes on Emeryville Tract and Quimby, Webb and Venice Islands in the Delta in past years.

Sherman Island from becoming a wilderness, or to keep Sherman Island from becoming a desert, a fact which will reduce the amount of water that will cross Sherman Island. Restoration of land and buildings will cost $810,000. There was no estimate on the cost of replacing the salt grass, plant and truck gardens crops.

The Army estimated the market value of the land to be 88 million dollars and because of this "repair is obviously economical.

The 43 gas wells on the island are assessed as land. Other improvements in 1954 include six resorts on Sherman Island. The island is under 10 feet of water.
SAFETY COMMITTEES APPOINTED

FLIP SIDE OF THE POSTCARD...
The 'Pill' Is Working!

The U.S. has an estimated population of 202,254,000 at the start of 1969, according to the U.S. Department of Commerce. This was an increase of one per cent over the estimate for the preceding December 31, 1968. The annual rate of population increase in this country since 1940 was 0.82 per cent. The rate of increase of U.S. continues to grow at a faster rate than the rest of the nation. The most rapid rate of gain in what the Department classifies as Standard Metropolitan Statistical Areas (SMSA) was achieved by the American-Santa Ana-Garden Grove, California SMSA, and it amounted to 75 per cent, or 927,000 persons in 1969 when the last census was taken.

The New York SMSA remains the nation's largest with an estimated population of 11,555,000 in 1967, up from a 1960 count of 10,694,631. The Los Angeles-Long Beach SMSA, with a 1967 estimate of 7,700,000, is in the second last, as the second largest.

Election of Grievance Committeemen—1969

Recording Corresponding Secretary T. J. "Tom" Stapleton has announced that in accordance with Article XII (C) of By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district and sub-district meetings of 1969. The schedule of such meetings and the Grievance Committeemen will be elected as follows:

All meetings at 8:00 p.m. except where time is indicated.

DATE: Location: Candidate:
May 4—Pomona, California Dr. James, F. O'Brien, President.
May 8—San Diego, State College Dr. Ralph 
May 17—12-3 Utah
May 8—11—Nebraska Saturday

Article X

GRIEVANCE COMMITTEES
Section 1—District and Sub-district Grievance Committees (a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—one (1) District Executive Board Member, or Sub-district Advisor, if a sub-district, one (1) District Representative or Sub-district Representative, and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members of the respective District or Sub-district.

Section 4 No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate: (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated.

Please Note!

People age 65 and older have another chance to sign up for Medical Insurance under Medicare. The first three months of any year is an open enrollment period, giving people a chance to sign up for Medicare's Part B insurance anytime.