The Voluntary Organization of Taxpaying Engineers (VOTE) noted this week that California voters would be confronted with eight propositions this November. Among them is the June 5th primary election ballot. A brief description of each ballot was provided and VOTE stated it would make its position on the eight propositions available in a later issue of Engineers News.

Prop. 1—Would authorize a $250 million bond issue for state-wide highway, bridge, and sewer facilities of the University of California. Its cost to the individual taxpayer is estimated as about $67 cents a year for 25 years or a total of $165.

Prop. 2—End of four-county strikes on the June 2, 1970, ballot that is designed to streamline and simplify the state's excessively wordy Constitution. Prop. 2 concerns Article XI of the State Constitution, which deals with local government. It would shift extensive procedural provisions from the Constitution and return them to statute. It would authorize permitting a city or county to adopt a charter. At present the legislature is required to provide for the election or appointment of a Board of Supervisors, government duties, fines, terms and regular compensation. Prop. 2 would permit the board of supervisors to set the salaries of district attorneys and auditors and would substantially simplify the existing body's powers over county employees.

Prop. 3—Would revise Article XII of the State Constitution dealing with public utilities. It would not change the public Utilities Commission's legislative, executive, and judicial powers and would authorize expansion of the present five-member board subject to the approval of a two-thirds vote of the legislature. It would also authorize the state PUC to fix the just compensation for public utility property taken by eminent domain on the request of either a condemnor or con- demnee. Under present law only the condemnor has this option.

Prop. 4—Would repeal provision preventing governmental entities from collecting checkoff fees on payrolls for the purpose of servicing state institutions and public buildings and would authorize provisions relating to checkoff fees on payrolls for service to civil service. It would let the legislature amend or withdraw an amendment prior to its submission to the voters for a two-thirds vote. This would provide that all amendments would take effect the day after election unless the measure provides otherwise. The proposition would retain provisions that provide for the state civil service system, the personnel board and bargaining by competitive examination as well as provisions relating to executive compensation.

Prop. 5—Would amend Article XVIII and Article XXIV relating respectively to (1) amending Article XVIII relating to (1) amending Article XXIV relating to the governing the City of Los Angeles and City of San Francisco.

City Strike Settled

San Francisco—City employees beginning to return to work Mar. 16 after a three-day strike that threatened for a time to overshadow any labor dispute this town has seen since the historic general strike of 1934. The strike was settled toward midnight, Mar. 15, after a three-day strike that upset the city's transportation system, closed the docks and left a little too old to become a "petus" of the Meyer-Milias-Brown Act which opened the way to collective bargaining.

AFL-CIO.

Besides, he said, "I am a little too old to become a prostitute."

San Francisco—City employees returning to work Mar. 16 after a three-day strike that threatened for a time to overshadow any labor dispute this town has seen since the historic general strike of 1934. The strike was settled toward midnight, Mar. 15, after a three-day strike that upset the city's transportation system, closed the docks and left a little too old to become a "petus" of the Meyer-Milias-Brown Act which opened the way to collective bargaining.

AFL-CIO.

Besides, he said, "I am a little too old to become a prostitute."

San Francisco—City employees
to return to work Mar. 16 after a three-day strike that threatened for a time to overshadow any labor dispute this town has seen since the historic general strike of 1934. The strike was settled toward midnight, Mar. 15, after a three-day strike that upset the city's transportation system, closed the docks and left a little too old to become a "petus" of the Meyer-Milias-Brown Act which opened the way to collective bargaining.

AFL-CIO.

Besides, he said, "I am a little too old to become a prostitute."
You will note that you will be receiving the April issue of the paper a little late.

The latter part of March and the first part of April have been extremely busy for the Officers of your Union. As time is of the essence, let us turn to the Welfare Program in Hawaii, we attended a meeting in Honolulu of the Board of Trustees on March 16th. While there, we met with the representatives of Foremost Dairies and negotiated an agreement for their operations on the Island of Maui. There were representatives from the National Labor Relations Board in connection with elections being held in Maui, and a meeting with the Trustees of the Apprenticeship Training Trust Fund, where it was necessary to approve expenditures there.

The work picture in the State of Hawaii is progressing much better than in any other area of our jurisdiction. You will note that we invited Valentine Wessel as Organizer on the Big Island, as there is considerable work contemplated and the policing and organizing is too much for one man.

Also during the month of April we were able to do some work and help the members of our Union to not only increase their quality of life but to be able to take the benefit of their years of service and hard work. The Trustees of the Apprenticeship Training Trust Fund, where it was necessary to approve expenditures there.

By HAROLD HUSTON

LOCAL UNION NO. 3

Collectively

speaking

with AI CLEM

BUSY MARYSVILLE STAYING IN THICK OF CONSTRUCTION

By HAROLD HUSTON

LOCAL UNION NO. 3

Four years have passed since construction began. During those years, the universe has already met and compared the challenge of severe flooding out in different climates.

During the 1964 flood, with only a half-built Oroville Dam in existence, inflow to the reservoir was 106,000 cfs, but the maximum outflow from the reservoir at that time was only about 13,000 cfs. Now when the reservoir began filling from the test created by heavy and sustained rain-falls which created a peak inflow into the reservoir of slightly over 64,000 cfs, flows during early 1967 were held to about 50,000 cfs—less than one-half of what they would have been without the Dam.

The American Society of Civil Engineers hasosen a bronze plaque identifying the Dam and reservoir as one of the nation’s most outstanding engineering achievements of 1969. Special public ceremonies were conducted on the crest of Oroville Dam.

PROJETS FOR LAKE ORVOIE

Water for the recreational use in the Feather River to sustain the storage behind Oroville Dam, the 3.5 million acre-feet last summer, for the 1970-71 water year. The reservoir reached a peak of about 153,000 cfs, but the maximum was set at 253,000 cfs. In January or February, water in the reservoir began in November 1967 and reached 1.5 million acre-feet by last summer. The State did not anticipate a full run-off, and 1970 was not a very good year. Since there is presently little snow, we expect to have a very good run-off this year.

Dear Sir,

I would like to take this opportunity to let you know of the great success that our Union has been having over the past year. We have been working very hard to make sure that the members of our Union are kept informed about the latest developments in this field.

I also understand that you personally pushed this school into existence and for which I am truly grateful. I want to say thank you for your continued support and for making sure that the most competent people to every phase of instruction to achieve such a fine school.

My instructors in the engineering department, Jan Lawton, Jack Goodwin, and Harvey Price are all of the highest professional quality in their field. Being a former college student, studying Engineering, I feel that your instructors are equal to or better than any I was instructed by in college.

Thank you again for initiating this training program at Rancho Murieta for all the breadth of the Lena sites, environment, and historical value.

Sincerely,

STEVEN L. FENSCH

Michael Bird
Labor Looking Glass

By T.J. "TOM" STAPLETON
Recording- Corresponding Secretary

Press Associates recently pointed out in their Washington
Window column that pressure for new restriction on or- ganized labor and collective bargaining is growing and that it is coming from three branches of the government—ex- ecutive, legislative and judicial.

Collective bargaining may be facing one of its major tests since 1947 when the Taft-Hartley Act was passed, but there is a sound chance that it could be faced by 1970.

Twenty-three years ago the Congress—the infamous 80th Congress—was under conservative domination, but the trade union movement had a friend in the White House in Harry Truman. The New Deal program was deeply committed to the concept of free bargaining.

Today some objectionable restrictions on labor are being proposed from the White House, the Supreme Court appears set for a shift to conservatism and the Congress—well, the 1970 congressional elections may well decide the whole ball game.

Here are some of the trends:

EXECUTIVE BRANCH—President Nixon has proposed the Emergency Public Interest Protection Act of 1970 which in effect provides for final binding arbitration by outside parties in five industries: railroads, airlines, maritimes, longshore and trucking.

For the first time it would place railroads and airlines under the jurisdiction of the Board of Adjustment. There are many facets to the proposal but when the final crunch comes it means that an outside panel of three members, named by the President, would select the proposal of one of the two parties to the dispute.

Admittedly it has a new twist, this "final offer selection," but it is still compulsory arbitration.

This pressure for compulsory arbitration, not only in transportation, but in the Post Office Dept. and in govern- ment employment, has even brought forth a strong note of concern from the Chamber of Commerce as well as organ- izations opposing such measures.

Organized labor has a crucial state in the National Labor Relations Board. President Nixon has just named a management lawyer to the board who, if confirmed, will be its chairman, replacing Frank McCallough.

The Labor Dept. has proposed a form of compulsory arbitration in agriculture which uses an involved final and binding mediation procedure to block strikes or lockouts during harvest time.

In one other area there is at least uncertainty. This is in the area of multi-employer bargaining. The United Steel Miners Workers union, the Secretary of Labor has not yet revealed specific evidence of malpractices in the election that would justify upsetting a membership vote of almost two to one.

The courts have urged that the board adopt the principle that an informed and articulate membership must not only carefully examine the candidates' credentials but that the union must continue to be responsive once he is in office. Turn- out and bad legislators exist in both parties, and promises, many times broken, are the currency of the politician. It is incumbent on all of us to select the best available political representative and to continue to support and advise him of our interests during his political life.

Following a series of meetings at which a great number of brother engineers expressed not only interest, but enthusiasm, for the establishment of such a unit, the Voluntary Organization of Taxpaying Engineers (VOTE) was born.

Although a number of unions have political education and action arms, your union's concept for the guiding principles and organization of the Voluntary Organization of Taxpaying Engineers (VOTE) represents a radical departure from the party and political cards used in the past.

VOTE's primary concern will be with political education and activity at the city, county and state levels and with the establishment of strong and active local units through- out the jurisdiction. It is hoped that such a base will come a healthy statewide organization.

Although "VOTE VIEW'S" will report aims and progress to the general membership through the medium of the Engineers News Letter and other pertinent informational material will be mailed directly to VOTE members.

You can show your support and interest by filling out the form below and mailing it in as specified.

In parting, we would point out to you that the next decade could be the most politically important in the history of this nation.

Clip

Mail to: Voluntary Organization of Taxpaying Engineers
787 Valencia Street
San Francisco, Ca. 94103

I wish to do my part as a citizen and unionist toward Building a Better America.

☐ I am interested in receiving informational material

☐ Notify me of VOTE meetings in my area

☐ Call on me to help in political campaigns in my area

Name

Street Address

City

State

Zip

Congressional District No.

Assembly District No.

Senate District No.

For the first time it would place railroads and airlines under the jurisdiction of the Board of Adjustment. There are many facets to the proposal but when the final crunch comes it means that an outside panel of three members, named by the President, would select the proposal of one of the two parties to the dispute.

Admittedly it has a new twist, this "final offer selection," but it is still compulsory arbitration.

This pressure for compulsory arbitration, not only in transportation, but in the Post Office Dept. and in govern- ment employment, has even brought forth a strong note of concern from the Chamber of Commerce as well as organ- izations opposing such measures.

Organized labor has a crucial state in the National Labor Relations Board. President Nixon has just named a management lawyer to the board who, if confirmed, will be its chairman, replacing Frank McCallough.

The Labor Dept. has proposed a form of compulsory arbitration in agriculture which uses an involved final and binding mediation procedure to block strikes or lockouts during harvest time.

In one other area there is at least uncertainty. This is in the area of multi-employer bargaining. The United Steel Miners Workers union, the Secretary of Labor has not yet revealed specific evidence of malpractices in the election that would justify upsetting a membership vote of almost two to one.

The courts have urged that the board adopt the principle that an informed and articulate membership must not only carefully examine the candidates' credentials but that the union must continue to be responsive once he is in office. Turn- out and bad legislators exist in both parties, and promises, many times broken, are the currency of the politician. It is incumbent on all of us to select the best available political representative and to continue to support and advise him of our interests during his political life.

Following a series of meetings at which a great number of brother engineers expressed not only interest, but enthusiasm, for the establishment of such a unit, the Voluntary Organization of Taxpaying Engineers (VOTE) was born.

Although a number of unions have political education and action arms, your union's concept for the guiding principles and organization of the Voluntary Organization of Taxpaying Engineers (VOTE) represents a radical departure from the party and political cards used in the past.

VOTE's primary concern will be with political education and activity at the city, county and state levels and with the establishment of strong and active local units through- out the jurisdiction. It is hoped that such a base will come a healthy statewide organization.

Although "VOTE VIEW'S" will report aims and progress to the general membership through the medium of the Engineers News Letter and other pertinent informational material will be mailed directly to VOTE members.

You can show your support and interest by filling out the form below and mailing it in as specified.

In parting, we would point out to you that the next decade could be the most politically important in the history of this nation.

Clip

Mail to: Voluntary Organization of Taxpaying Engineers
787 Valencia Street
San Francisco, Ca. 94103

I wish to do my part as a citizen and unionist toward Building a Better America.

☐ I am interested in receiving informational material

☐ Notify me of VOTE meetings in my area

☐ Call on me to help in political campaigns in my area

Name

Street Address

City

State

Zip

Congressional District No.

Assembly District No.

Senate District No.
BY ROBERT E. MAYFIELD

THE CITY OF SACRAMENTO

"TWIN HIGHWAY 50ريد FINALLY OPENED"—On Feb. 25, 1970, the Mayor of Sacramento and the Governor of California cut the ceremonial ribbon to open the first segment of Highway 50 in Sacramento. Their low bid total was approximately $7,800,000.

A recent high bidder, a 51,000 cubic yard of excavation, be a real shot in the arm to the city’s economy. Sacramento has been in the market for a new look at the union’s construction work, and the City Council has been aware of the need for a new look.

IN THE MIDST OF THE CITY

A second and connecting stretch of highway 50 was let on March 11, with Guy F. Atkinson Company, low bidder. Their low bid was for just under $8,000,000.

These two jobs are going to be put on hold until the spring to allow for the installation of the utilities and the paving operations.

Over half of the project is now completed but many portions still have a long ways to go before they are fully operational. For instance, the Highways Division of the City of Sacramento has a budget of $2,500,000 to cover the costs of construction and maintenance.

THE HIGH COUNTRY—Work on the Auburn Dam Project across the North Fork of the American River is starting to be seen on the horizon of the future. The 2.1 million dollar contract with Highway Construction Company out of Burlington, California, is for the construction of a dam and a spillway.

The dam consists of massive structures, each standing 600 feet above their subsoil. Original cost was estimated at $2,000,000 but after the project was awarded, the cost rose to $2,400,000. The dam has a capacity of 220,000 cubic yards of fill and 2,400 cubic yards of concrete.

Principal qualities of the contract are: $1,500,000 cubic yards of concrete and 750,000 pounds of reinforcing steel.

Excavation started last June and Pacific Excavators, the original contractor, is now in the process of completing the work. Excavators recently completed a road and the work was completed by Horace Phelps. Excavators recently completed their work and now Horace Phelps is getting back up to speed.

The first cut of the Mountain Tower Bridge was erected during the winter months of December and January. The second one is now being erected in the fall. The third one is scheduled to be completed in the spring. The fourth one is to be erected in the fall of 1970. This is a wonderful opportunity for a deserving person to be a part of this project.

CONGRESSMAN Harold T. "Bizu" Johnson rep- resenting California’s 2nd Congressional District has a recent visitor to the 3rd Ranch of the Murieta Training Center at Sca...
Gulf of Alaska are also Valley Engineers. more than the county has available to pay for it. only, now the district is 100% do when he passed away. She asked us to many friends during a lifetime of brotherhood rains will cost $300,000 to re-

The fiscal year begins July 1. Both the federal and state monies were derived from gasoline, diesel and other highway user taxes paid by California drivers.

Some of the jobs that have been shut down for the winter will soon be starting up in the near future.

Several of the jobs that have been shut down for the winter will soon be starting up in the near future.

The fiscal year begins July 1. Both the federal and state monies were derived from gasoline, diesel and other highway user taxes paid by California drivers.

Some of the jobs that have been shut down for the winter will soon be starting up in the near future.

The fiscal year begins July 1. Both the federal and state monies were derived from gasoline, diesel and other highway user taxes paid by California drivers.

Some of the jobs that have been shut down for the winter will soon be starting up in the near future.

The fiscal year begins July 1. Both the federal and state monies were derived from gasoline, diesel and other highway user taxes paid by California drivers.

Some of the jobs that have been shut down for the winter will soon be starting up in the near future.

The fiscal year begins July 1. Both the federal and state monies were derived from gasoline, diesel and other highway user taxes paid by California drivers.

Some of the jobs that have been shut down for the winter will soon be starting up in the near future.

The fiscal year begins July 1. Both the federal and state monies were derived from gasoline, diesel and other highway user taxes paid by California drivers.

Some of the jobs that have been shut down for the winter will soon be starting up in the near future.

The fiscal year begins July 1. Both the federal and state monies were derived from gasoline, diesel and other highway user taxes paid by California drivers.
A penny saved... The Real Cost In Financing Your Auto

By JAMES "RED" IY
Credit Union Treasurer

A motor vehicle is almost an absolute necessity to employment in the United States. It is also the most expensive consumer item purchased by the majority of American families. With these facts in mind, the Operating Engineers Local No. 3 through the Credit Union has created a project and is making it possible for the Membership to save money on:

1. PURCHASING YOUR MOTOR VEHICLE

We have arrangements with automobile dealers that make it possible for you, our Membership, to purchase new domestic motor vehicles (co imports) for as little as $109.00 over the dealer's cost. This offers savings ranging from 14% to 16% of the manufacturer's suggested retail price (sticker price). The practice is to be followed strictly. In no way can you be required by law to pay on or purchase any new automobiles offered for sale by the Credit Union.

2. FINANCING YOUR MOTOR VEHICLE

Despite the "tight money" situation you hear so much about these days, the Credit Union is still financing new motor vehicles for our Members. We are offering a three-month down payment or who have the difference in their Credit Union interest rates. The maximum ANNUAL INTEREST RATE that must be charged Members with less than 2 years of credit is 12%. If the rates sound high, we would like to remind you that:

(a) The ANNUAL PERCENTAGE RATE noted above are simple interest on the declining unpaid balance. They should be confused with "Add-On" or "Discount" interest rates quoted by other lenders which actually cost the borrower in TRUE ANNUAL INTEREST approximately twice the quoted rate.

(b) The Credit Union provides and pays the premium for Credit Life Insurance on all loans up to 80% of each Member's automobile.

Not too many automobile dealers advertise their interest terms since the "Truth In Lending Act" went into effect July 1, 1969, and the interest terms that do, usually range from 14% to 21% and higher. By the time they factor in the cost of the Credit Union, they make the comparison maximum rate of 12%.

Credit Union Specials

For Sales: CASE TRACTOR-MODEL 580TC With Backhoe, 1967, our $38,400 Derry 1960 "FARM" tractor 44.5 HP, 1965, 6000 miles, $11,000.00. $400.00. For Sales: "1962 INTERNATIONAL-10-Yard Dump Truck, 1965, 10,300 miles, $4,900.00. Operating Engineers Local No. 3 Credit Union 414-41-6345 or 414-41-6346 Ext. 454.

Dredging Planned at NCA Seeking Jenner Ok

By RUS SWANSON

The Supervisors today will hear an appeal from the Northern California Agriculture region of the Northern California Agricultural Protection District that the dredging operation at the mouth of the Russian River be allowed to continue.

The dredging operation is a flood control project. But it is also an agricultural project aimed at bringing water into the Russian River to irrigate the farms that border it.

The dredging operation is a flood control project. But it is also an agricultural project aimed at bringing water into the Russian River to irrigate the farms that border it.
On the Safety Side

By DALE MARR
VICE PRESIDENT & DIRECTOR OF SAFETY

We have dwelled at length on the Stanford University-Operating Engineers Local Union No. 3 to determine what is going on at the new San Francisco hospital, to the next generation of engineers and the attitudes toward safety on the part of our brother engineers. In the next two issues of the paper we will submit the author's summary and suggest that all those interested in safety should clip these two columns from the paper and keep them for future study and reference.

SUMMARY

1. Employment trends.
   a. Length of Employment. The results show that employees stay with or return to individual employers for enough time to justify substantial expenditures for their training both in skills and in safety. Ninety-three per cent of all Operating Engineers worked longer than six months (1,066 hours based on a 40-hour week) with their present employer during the last year. Forty-nine per cent stayed with their present employer the entire year. Over the last five years the Operating Engineer has worked for a single employer (the present one) as follows:
      1 year or longer—55%
      2 years or longer—49%
      3 years or longer—34%
      4 years or longer—39%
      Entire 5 years—39%

These statistics provide a solid rebuttal to the statement made by many contractors that employees do not spend enough time on their payrolls to justify an investment in training to improve both their skills and accident records.

b. Preference for a Specific Company. It was found that employees who prefer specific companies that either are under construction or programmed. Because of their nature they would be forced to the trip to oil refinery docks in San Francisco and other areas.

2. Summary of findings

a. Length of Employment. The results show that employees stay with or return to individual employers for enough time to justify substantial expenditures for their training both in skills and in safety. Ninety-three per cent of all Operating Engineers worked longer than six months (1,066 hours based on a 40-hour week) with their present employer during the last year. Forty-nine per cent stayed with their present employer the entire year. Over the last five years the Operating Engineer has worked for a single employer (the present one) as follows:
      1 year or longer—55%
      2 years or longer—49%
      3 years or longer—34%
      4 years or longer—39%
      Entire 5 years—39%

These statistics provide a solid rebuttal to the statement made by many contractors that employees do not spend enough time on their payrolls to justify an investment in training to improve both their skills and accident records.

b. Preference for a Specific Company. It was found that employees who prefer specific companies that either are under construction or programmed. Because of their nature they would be forced to the trip to oil refinery docks in San Francisco and other areas.

3. Summary of findings

a. Length of Employment. The results show that employees stay with or return to individual employers for enough time to justify substantial expenditures for their training both in skills and in safety. Ninety-three per cent of all Operating Engineers worked longer than six months (1,066 hours based on a 40-hour week) with their present employer during the last year. Forty-nine per cent stayed with their present employer the entire year. Over the last five years the Operating Engineer has worked for a single employer (the present one) as follows:
      1 year or longer—55%
      2 years or longer—49%
      3 years or longer—34%
      4 years or longer—39%
      Entire 5 years—39%

These statistics provide a solid rebuttal to the statement made by many contractors that employees do not spend enough time on their payrolls to justify an investment in training to improve both their skills and accident records.

b. Preference for a Specific Company. It was found that employees who prefer specific companies that either are under construction or programmed. Because of their nature they would be forced to the trip to oil refinery docks in San Francisco and other areas.

4. Greater monetary interest, employees, and unions alike.

5. Summary of findings

a. Length of Employment. The results show that employees stay with or return to individual employers for enough time to justify substantial expenditures for their training both in skills and in safety. Ninety-three per cent of all Operating Engineers worked longer than six months (1,066 hours based on a 40-hour week) with their present employer during the last year. Forty-nine per cent stayed with their present employer the entire year. Over the last five years the Operating Engineer has worked for a single employer (the present one) as follows:
      1 year or longer—55%
      2 years or longer—49%
      3 years or longer—34%
      4 years or longer—39%
      Entire 5 years—39%

These statistics provide a solid rebuttal to the statement made by many contractors that employees do not spend enough time on their payrolls to justify an investment in training to improve both their skills and accident records.

b. Preference for a Specific Company. It was found that employees who prefer specific companies that either are under construction or programmed. Because of their nature they would be forced to the trip to oil refinery docks in San Francisco and other areas.

6. Summary of findings

a. Length of Employment. The results show that employees stay with or return to individual employers for enough time to justify substantial expenditures for their training both in skills and in safety. Ninety-three per cent of all Operating Engineers worked longer than six months (1,066 hours based on a 40-hour week) with their present employer during the last year. Forty-nine per cent stayed with their present employer the entire year. Over the last five years the Operating Engineer has worked for a single employer (the present one) as follows:
      1 year or longer—55%
      2 years or longer—49%
      3 years or longer—34%
      4 years or longer—39%
      Entire 5 years—39%

These statistics provide a solid rebuttal to the statement made by many contractors that employees do not spend enough time on their payrolls to justify an investment in training to improve both their skills and accident records.

b. Preference for a Specific Company. It was found that employees who prefer specific companies that either are under construction or programmed. Because of their nature they would be forced to the trip to oil refinery docks in San Francisco and other areas.

7. Summary of findings

a. Length of Employment. The results show that employees stay with or return to individual employers for enough time to justify substantial expenditures for their training both in skills and in safety. Ninety-three per cent of all Operating Engineers worked longer than six months (1,066 hours based on a 40-hour week) with their present employer during the last year. Forty-nine per cent stayed with their present employer the entire year. Over the last five years the Operating Engineer has worked for a single employer (the present one) as follows:
      1 year or longer—55%
      2 years or longer—49%
      3 years or longer—34%
      4 years or longer—39%
      Entire 5 years—39%

These statistics provide a solid rebuttal to the statement made by many contractors that employees do not spend enough time on their payrolls to justify an investment in training to improve both their skills and accident records.

b. Preference for a Specific Company. It was found that employees who prefer specific companies that either are under construction or programmed. Because of their nature they would be forced to the trip to oil refinery docks in San Francisco and other areas.

8. Summary of findings

a. Length of Employment. The results show that employees stay with or return to individual employers for enough time to justify substantial expenditures for their training both in skills and in safety. Ninety-three per cent of all Operating Engineers worked longer than six months (1,066 hours based on a 40-hour week) with their present employer during the last year. Forty-nine per cent stayed with their present employer the entire year. Over the last five years the Operating Engineer has worked for a single employer (the present one) as follows:
      1 year or longer—55%
      2 years or longer—49%
      3 years or longer—34%
      4 years or longer—39%
      Entire 5 years—39%

These statistics provide a solid rebuttal to the statement made by many contractors that employees do not spend enough time on their payrolls to justify an investment in training to improve both their skills and accident records.

b. Preference for a Specific Company. It was found that employees who prefer specific companies that either are under construction or programmed. Because of their nature they would be forced to the trip to oil refinery docks in San Francisco and other areas.
Are Safety Meetings Important?

(Continued from Page 7)

The hirer, the introduction to his job and its surrounding conditions play an important role. Safety instruction is an integral part of this introduction. Nearly 40 per cent of the non-supervisory Operating Engineers that instructions were not given at all, or if they were given, they were not to the men's satisfaction, indicates that the instruction is not effective. There is a need for more practical and current sub-

1. Instruction given on the safety policies and requirements of the company. Yes, satisfactory: 60 per cent; Yes, unsatisfactory: 12 per cent; No: 28 per cent.

2. Instructions on what to do in the case of an accident job safety meetings. Generally, the larger the contractor, the greater the part are conducted by the foreman, but some-

3. Notice of health hazards. Yes, satisfactory, 33 per cent; Yes, unsatisfactory: 9 per cent; No: 41 per cent.

4. Notice of danger areas on the job. Yes, satisfactory: 53 per cent; Yes, unsatisfactory: 5 per cent; No: 41 per cent.

Disinstruction with instruction probably results from poor supervision, too much instruction (or) too little, a lack of understanding on the part of the individual employee. The future trend may well be toward greater dis-

- Job Safety Meetings. Job (tool box) safety meetings have been used for some time to provide safety education on the job. In a number of states they are required by law (California, for example) that job safety meetings be held at least every 10 working days. The survey showed that employees of 40 per cent of the Operating Engineers violate the law, since they hold no job safety meetings.

Another disturbing finding was that having or not having safety meetings seems to have no marked effect on the lost-time or minor accident rate. This is not to say that all job safety meetings are ineffective. But it does say that the presence or absence of safety meetings had no marked effect on accident frequency. A possible explanation was brought out through the survey that was, although those conducting the safety meetings are considered as knowledgeable, the meetings are often so dull and for the most part the "same old stuff" that they have no effect on worker attitude or behavior.

Among contractor groups, those less likely to have job safety meetings were in sewer and pipeline, industrial, and highway construction. The Tunnels and dam contractors showed the greatest use of the job safety meetings. Generally, the larger the contractor, the higher the percentage that held meetings.

Safety meetings are held once a week, on Monday, usually at the start of the day's work, and for the greater part are conducted by the foreman, but sometimes by the superintendent. As noted above, the meetings are reported to be dull and impractical.

It would seem that to make job safety meetings more effective, there is need for more practical and current subject material given by a variety of qualified speakers. These might come from outside, either from the union or the company itself. Smaller meetings for specific crafts also may be appropriate, with more discussion dealing with immediate problems. For crews working in the same area, the need for more discussion dealing with safety at a worksite, plus the fact that the workers are familiar with the area, are significant factors.

Are Safety Meetings Important?

(Continued from Page 7)
By CLAUDE ODUM, JERRY BENNETT AND ROE MERRETT

ROAD FUNDS THAW ITS VITAL TIES IN WINTER WORK

Redding, Calif.—Even as the snow blankets the San Joaquin Valley projects that "might" qualify for federal highway funds, a resolution adopted by the California-American Highway Commission favors spending state funds to relieve a section of the Carlow project of increasing congestion and maintenance costs.

The resolution recommends that state funds be used for the construction of an approach bridge over the San Joaquin River. It also calls for an appropria-
tion of $1,476,000 to construct a new bridge over the river, which would be located about three miles south of Corasco and provide a new outlet for traffic from the Carlow project.

The resolution further states that the project is "of vital importance to the development of the area," and that its construction would provide a "long-delayed" outlet for traffic from the Carlow project. It also notes that the project is "of great importance to the transportation of goods and services throughout the area," and that its construction would provide a "long-delayed" outlet for traffic from the Carlow project.

The resolution was introduced by Assemblymen A. Men of Los Angeles and R. S. McManus of Mountain Center, and was approved by a vote of 20 to 0, with no abstentions.

It is anticipated that the project will be completed within two years, and that it will provide a much-needed improvement to the existing highway system.
Raindrops Keep Falling Up North
By LAKE AUSTIN-LOU BARNES

Much has been written about the weather, but here in Redding that is the only interesting thing we have been experiencing since last fall. The winter is still raising as of March 12th.

Hughes & Ladd Company of Columbia and Portland, the developers of the residential area, began to clear land and start to slide soil in April of 1970. After a year of delays in the state, the company moved and have shipped out all the equipment and materials to the new site.

Replaces Raindrops Keep Falling Up North Veteran Local 3 Member

Given firm direction and purpose, the new CEO stated, "We've known Jack for some time and he is the right man for the job."

CIA Building & Construction Trades Dept. of the AFL-CIO and administrative assistant to the director of the California AFL-CIO served for 10 years as research director in 1959, Henning had a long career in labor relations.

On January 29, 1970, at its monthly meeting, the board elected Alexander Wilson as the new president of the AFL-CIO.

The jobs in the eastern portion of the state have been a boon to this district. The majority of the jobs in the area are still shut down, but with the new well the district is now in a better position and has been able to provide valuable assistance in the area.

The sixty-eight year old Boardman was appointed by Governor Ronald Reagan, to the position of executive director of the state's industrial relations commission.

Before his appointment as governor, Boardman was the state's labor commissioner. He had previously been director of the California State Department of Industrial Relations.

Henning recently returned to the state AFL-CIO staff after having served for five years as Undersecretary of Labor and two years as Ambassador to New Zealand. He had previously been director of the California State Department of Industrial Relations.

Before his appointment as California's labor relations director in 1969, Henning had served for 10 years as research director in the California AFL-CIO and administrative assistant to C. J. Haggerty, then the state federation's secretary-treasurer.

By WALTER TALBOT, AL MINAMARA and KEN GREEN

The wretched is brighter, so is the work force picture for the ensuing year in this district.

Margaret Mallory of San Francisco and Murphy Marine Salvage Co. of Oakland have announced construction of a new $2 million freeway contract on Interstate 5 in San Diego. The bid on this contract will be advertised this month.

The price for building new Melones Dam on the Stanislaus River has risen to $164 million in federal estimates. A substantial portion of the dam is scheduled to be completed at the site, which is near the Stanislaus River, west of Columbia, California.

The project to complete the dam has been designed by the state's Department of Water Resources. The dam will be 250 feet high and will impound a 25-mile-long reservoir with a 1-mile-long shoreline.

The remaining half of the Old Orange Blossom road bridge across the Stanislaus River will be moved to Coopers Town road to span what now is a bridgeless creek north of LaGrange. Part of the old bridge was moved last year. One of the bridge's spans has been erected in beam form across the river to replace the old bridge.

The highway has been a boon to this district. The majority of the jobs in the area are still shut down, but with the new well the district is now in a better position and has been able to provide valuable assistance in the area.

The sixty-eight year old Boardman was appointed by Governor Ronald Reagan, to the position of executive director of the state's industrial relations commission.

Before his appointment as governor, Boardman was the state's labor commissioner. He had previously been director of the California State Department of Industrial Relations.

Henning recently returned to the state AFL-CIO staff after having served for five years as Undersecretary of Labor and two years as Ambassador to New Zealand. He had previously been director of the California State Department of Industrial Relations.

Before his appointment as California's labor relations director in 1969, Henning had served for 10 years as research director in the California AFL-CIO and administrative assistant to C. J. Haggerty, then the state federation's secretary-treasurer.

By WALTER TALBOT, AL MINAMARA and KEN GREEN

The wretched is brighter, so is the work force picture for the ensuing year in this district.

Margaret Mallory of San Francisco and Murphy Marine Salvage Co. of Oakland have announced construction of a new $2 million freeway contract on Interstate 5 in San Diego. The bid on this contract will be advertised this month.

The price for building new Melones Dam on the Stanislaus River has risen to $164 million in federal estimates. A substantial portion of the dam is scheduled to be completed at the site, which is near the Stanislaus River, west of Columbia, California.

The project to complete the dam has been designed by the state's Department of Water Resources. The dam will be 250 feet high and will impound a 25-mile-long reservoir with a 1-mile-long shoreline.

The remaining half of the Old Orange Blossom road bridge across the Stanislaus River will be moved to Coopers Town road to span what now is a bridgeless creek north of LaGrange. Part of the old bridge was moved last year. One of the bridge's spans has been erected in beam form across the river to replace the old bridge.

The highway has been a boon to this district. The majority of the jobs in the area are still shut down, but with the new well the district is now in a better position and has been able to provide valuable assistance in the area.

The sixty-eight year old Boardman was appointed by Governor Ronald Reagan, to the position of executive director of the state's industrial relations commission.

Before his appointment as governor, Boardman was the state's labor commissioner. He had previously been director of the California State Department of Industrial Relations.

Henning recently returned to the state AFL-CIO staff after having served for five years as Undersecretary of Labor and two years as Ambassador to New Zealand. He had previously been director of the California State Department of Industrial Relations.

Before his appointment as California's labor relations director in 1969, Henning had served for 10 years as research director in the California AFL-CIO and administrative assistant to C. J. Haggerty, then the state federation's secretary-treasurer.

By WALTER TALBOT, AL MINAMARA and KEN GREEN

The wretched is brighter, so is the work force picture for the ensuing year in this district.

Margaret Mallory of San Francisco and Murphy Marine Salvage Co. of Oakland have announced construction of a new $2 million freeway contract on Interstate 5 in San Diego. The bid on this contract will be advertised this month.

The price for building new Melones Dam on the Stanislaus River has risen to $164 million in federal estimates. A substantial portion of the dam is scheduled to be completed at the site, which is near the Stanislaus River, west of Columbia, California.

The project to complete the dam has been designed by the state's Department of Water Resources. The dam will be 250 feet high and will impound a 25-mile-long reservoir with a 1-mile-long shoreline.

The remaining half of the Old Orange Blossom road bridge across the Stanislaus River will be moved to Coopers Town road to span what now is a bridgeless creek north of LaGrange. Part of the old bridge was moved last year. One of the bridge's spans has been erected in beam form across the river to replace the old bridge.

The highway has been a boon to this district. The majority of the jobs in the area are still shut down, but with the new well the district is now in a better position and has been able to provide valuable assistance in the area.

The sixty-eight year old Boardman was appointed by Governor Ronald Reagan, to the position of executive director of the state's industrial relations commission.

Before his appointment as governor, Boardman was the state's labor commissioner. He had previously been director of the California State Department of Industrial Relations.

Henning recently returned to the state AFL-CIO staff after having served for five years as Undersecretary of Labor and two years as Ambassador to New Zealand. He had previously been director of the California State Department of Industrial Relations.

Before his appointment as California's labor relations director in 1969, Henning had served for 10 years as research director in the California AFL-CIO and administrative assistant to C. J. Haggerty, then the state federation's secretary-treasurer.

By WALTER TALBOT, AL MINAMARA and KEN GREEN

The wretched is brighter, so is the work force picture for the ensuing year in this district.

Margaret Mallory of San Francisco and Murphy Marine Salvage Co. of Oakland have announced construction of a new $2 million freeway contract on Interstate 5 in San Diego. The bid on this contract will be advertised this month.

The price for building new Melones Dam on the Stanislaus River has risen to $164 million in federal estimates. A substantial portion of the dam is scheduled to be completed at the site, which is near the Stanislaus River, west of Columbia, California.

The project to complete the dam has been designed by the state's Department of Water Resources. The dam will be 250 feet high and will impound a 25-mile-long reservoir with a 1-mile-long shoreline.

The remaining half of the Old Orange Blossom road bridge across the Stanislaus River will be moved to Coopers Town road to span what now is a bridgeless creek north of LaGrange. Part of the old bridge was moved last year. One of the bridge's spans has been erected in beam form across the river to replace the old bridge.

The highway has been a boon to this district. The majority of the jobs in the area are still shut down, but with the new well the district is now in a better position and has been able to provide valuable assistance in the area.

The sixty-eight year old Boardman was appointed by Governor Ronald Reagan, to the position of executive director of the state's industrial relations commission.

Before his appointment as governor, Boardman was the state's labor commissioner. He had previously been director of the California State Department of Industrial Relations.
Kaiser To Enlarge
San Tomas Park

BY ROB SKIDGEL, HARLEY DAVIDSON, MIKE KEECH, & ROY G. RUSSELL

Business Representatives

Construction has picked up considerably due to the favorable weather conditions we are now having.

Kaiser-Aetna Corporation has purchased 25 acres of the famed Watson Ranch Gerard ranch to enlarge its San Tomas Industrial Park here. Located on the North- west corner of the industrial development where San Tomas and Central Expwy intersect, the present land will be cut by an extension of Scott Boulevard to a new terminus with Clifton Road. In Cupertino the famed Marinai family fruit processing complex on the east side of Saran- toga-Sunnyvale Road between the Dole and Hashbord Road will give way to a huge regional shopping center. It will include four major department stores, hotels, and a heliport—actual construction probably will not be underway for several months. Already constructed in that last same area, Barcroft Const. Co. is clearing the pad for a huge new restaurant and hotel. Construction will not be underway for several months. Already completed in that same area, Barcroft Const. Co. is clearing the pad for a huge new restaurant and hotel.

In Milpitas, Parkway Plaza Center will have a new branch of Wells Fargo Bank to be built by J. J. Sisk & Son at 950-958 Park Center Park Plaza "topping out" ceremonies highlight the construction of Wells Fargo's new nine-story building. E. A. Halyburton has been named general contractor about August. By April, Wells Fargo will move into the first five levels—this includes a parking garage level.

Leo Plaza Parking Co. was awarded a contract for about $1.1 million for a link in Santa Clara County's largest expressway, Santa Teresa to South Bay Freeway. The long range, expressway program funded by $70 million was approved by the pub- lic in a 1961 bond issue.

Construction permits have far from been issued by this time last year.

Week has started to pick up in the Santa Cruz area due to the weather. Most of Granite Const., located in Scotts Valley, is working at this time.

Just getting underway is the $5.5 million construction of the Millburn Expressway project. The job will involve a 14,500 sq. ft. restaurant building. It will be built by former Stanford President E. Roderick and will probably be complete in Fall. Petty Officer Smith, a veteran of Vietnam, and his brother serve with the 2nd Battalion, Delta, vividly recall the "lightning engagements of the North Vietnamese Army" in the early days of the war along the Ben Hai River. They will get underway in early May.

In Solano, the Santa Rosa branch of the Santa Rosa YMCA building is nearing completion. The building is being constructed by James Const. Valley Road Construction,굼 are stores at McKee Road area, Barnhart Const. Co. is having a considerable due to the favorite

In Santa Cruz County Supervisors approved construction of the two-mile road, which will select the Mt. Herman Christian Conference grounds. This road ground could get underway this Spring. It is close to a $3.2 million project. The new four-lane stretch, which is located on 41st St, Santa Cruz should be starting very soon.

Gum are stores at McKee Road area, Barnhart Const. Co. is having a considerable due to the favorite

In Santa Cruz County Supervisors approved construction of the two-mile road, which will select the Mt. Herman Christian Conference grounds. This road ground could get underway this Spring. It is close to a $3.2 million project. The new four-lane stretch, which is located on 41st St, Santa Cruz should be starting very soon.

The San Jose Operating Engineers Golf Club held their annual golf tournament at the College of San Mateo Golf Course on April 18th at 12:00 noon. The tournament was open to all operating engineers.

Time passes very quickly this time of year. Young people make up more than 40 per cent of all new apartment applications. They are two days of intensive operations, the combined forces killed 41 Viet Cong. Those who sit in the field, Petty Officer Smith lives aboard one of the barracks ships that act as a floating home for the navy's infantrymen and boat crews.

Petty Officer Smith was graduated from Mills High School and attended the College of San Mateo.

OF Golf Club's First Tournament

The San Jose Operating En- gineers Golf Club held their first tournament March 1st at the San Jose Municipal Golf Course. Twenty-four engineers turned out for the event in which everyone had a good time.

Our next tournament will be April 18th at 12:30 noon at Riverside. Any Engineer interested in participating please contact Barry Pavel, 541-2914 or George Curtis, 535-2868.
Health Insurance Big Family Worry

By SIDNEY MARGOLIS

Cover Story for Engineer News

At the recent of a trend-con

consultation meeting, there has just been an analysis of the questions read-

ers ask. It’s useful to know what

many people are wondering about, so

you might encounter these problems yourself.

Judging from letters received in the past 12 months, the No. 1

question of all was: How much does food cost, what to buy, whether to

buy at reduced rates, and how to

judge about food values (one of every

eight letters asks about health insurance, about twice as many as find in the

average national hospital rates of 18-

Real-estate and land-sale ads are increasing, plus stroy building is a joint ven-

ture by W W. Clyde Company and

and local governments, with varying

powers and attitudes toward consumer

issues. Some of the more active policing by state

and local governments is occurring in the

real-estate and land-sale market, where the Federal Trade Commis-

sion will intervene if a family

is Safety Committeeman.

The L.D.S. Church office building

for rock on their sub-grade. W.

is Safety Committeeman.

The prime contractor on this 24-

story building is a joint ven-

ture by W W. Clyde Company and

and local governments, with varying

powers and attitudes toward consumer

issues. Some of the more active policing by state

and local governments is occurring in the

real-estate and land-sale market, where the Federal Trade Commis-

sion will intervene if a family

is Safety Committeeman.

The L.D.S. Church office building

for rock on their sub-grade. W.

is Safety Committeeman.

The prime contractor on this 24-

story building is a joint ven-

ture by W W. Clyde Company and

and local governments, with varying

powers and attitudes toward consumer

issues. Some of the more active policing by state

and local governments is occurring in the

real-estate and land-sale market, where the Federal Trade Commis-

sion will intervene if a family

is Safety Committeeman.

The L.D.S. Church office building

for rock on their sub-grade. W.

is Safety Committeeman.

The prime contractor on this 24-

story building is a joint ven-

ture by W W. Clyde Company and

and local governments, with varying

powers and attitudes toward consumer

issues. Some of the more active policing by state

and local governments is occurring in the

real-estate and land-sale market, where the Federal Trade Commis-

sion will intervene if a family

is Safety Committeeman.

The L.D.S. Church office building

for rock on their sub-grade. W.

is Safety Committeeman.

The prime contractor on this 24-

story building is a joint ven-

ture by W W. Clyde Company and

and local governments, with varying

powers and attitudes toward consumer

issues. Some of the more active policing by state

and local governments is occurring in the

real-estate and land-sale market, where the Federal Trade Commis-

sion will intervene if a family

is Safety Committeeman.
Two Big Political Meetings For Labor

Two major political events for California labor are coming up this week—the California Council of Political Education's April 10 pre-primary endorsing convention and national COPE's four-state conference May 2.

Senator Seeks Freeze On Medicare Fee

U.S. Sen. Walter F. Mondale of Minnesota has introduced a bill to freeze the current $4 monthly Medicare Part B premium at that level through June, 1971. Therefore, the fee would revert to $3 a month, the amount set when the program started in 1966.

If passed, Medicare's present formula would yield the $1.80 a month revenue which the Nixon Administration recently announced would go into effect July 1. Mondale said the 28 per cent increase in the premium for the doctor bill insurance, $5.30 a month, would be "unaffordable" for a large number of the 40,000-50,000 Medicare beneficiaries.

The Department of Labor reports that 430,629 persons were covered under COPE in the beginning of April 1970.

HAWAII

Meetings For Labor

Two major political events for both labor and businessmen are coming up in the state conference May 2. Both will be held in San Francisco, the state COPE convention at the civic auditorium and the national COPE event at the Fairmont Palace Hotel.

The regional meeting is one of a series by national COPE in centers throughout the country.

Main event at both meetings is the crucial 1970 election when for a large number of the 20,000-25,000 California labor are coming up for a close race for the office of governor and state legislators. California businessmen have a chance to invest high-tax anti-labor Governor Reagan and continue business as usual with Murphy, along with electing Congressmen and state legislators.

WORKMEN'S COMPENSATION BENEFITS IN RELATION TO POVERTY LEVEL* Maximum Weekly Benefits as a percent of Poverty Level (Income for a Four Member Family**) PERCENT OF POVERTY LEVEL

<table>
<thead>
<tr>
<th>PERCENT OF POVERTY LEVEL</th>
<th>0</th>
<th>50</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
</tr>
</thead>
<tbody>
<tr>
<td>FECA</td>
<td></td>
<td>50</td>
<td></td>
<td></td>
<td>150</td>
<td>200</td>
</tr>
<tr>
<td>ARIZ</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALASKA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MONT.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WASH.</td>
<td></td>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MINN.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NE.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COLO.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WYO.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N. D.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WISC.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DEL.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ME.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ID.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MR.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MONT.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N. C.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S. C.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ARK.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FLA.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LA.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TEX.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N. M.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TENN.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OKLA.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KANS.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P. R.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S. D.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MISS.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* FICA maximum benefit equals 33 percent of poverty index.
** AFCEA's "Purchasing Power" Index of State Workers in Private Industry in 1968.

GREETINGS FROM GUAM!!!

Since this is our first column in the Engineers News, please allow us to introduce ourself. There are five of us assigned to the Guam office. Jim Mills, Bill Floor, Mike Pope, Yang Hao Hue, in the field and Jeri takes care of the office.

The Guam office is unique in that many of our members are aliens, mainly from the Philippines and Korea.

Guam construction is non-seasonal. This is because the building material is coral and not rock and sand. Top soil is thin and hard to find and the rain runs right back into the ocean and work continues year round. The humidity is quite high (in the nineties) but the weather is really quite comfortable.

Guam is experiencing a boom decade and construction is really going strong. Wages are lower than stateside and we have many more jobs than people to fill them.

We have many companies here that are non-union, we are busily organizing them.

Many name-bands are familiar to you, Kaiser, Dillingham, Hood Corp., Anselo, D. K. Kimball, Ha- waiian Rock, Vinnell, Kaiser Co- ment and Gypsum.

Kaiser is rapidly expanding, following Hawaii as a tourist attraction. With Japan in need of low-wage workers let us see a great many Japanese tourists. Ha- waiians are springing up all around and there is serious talk of legalizing gambling, so there will probably be more Japanese along soon.

The 141 jobs will be flying into Guam soon.

What will our crew really be aware of? Warm clear water and record-breaking marine life (world's record 1,100 lbs weight off Guam) waiting here for you, who know? Maybe your next vacation destination will be Guam with Hafa Adai...
The Bomb... The Dream:

Anarchism Breeds Repression

The following commentary by Eric Seva-

rid was recently heard over CBS radio and tele-

vision March 17, 1970.

PART OF THE PROTEST movement in this

country is going back to the bomb and the

dream. They are seeing a replay of the

anarchist movement that periodically terri-

fied Europe and parts of America before and

after the turn of the century.

The weapons are the same: the assassin's

bullet and the homemade bomb. The dream is

the same: life without authorities or classes.

The pathology is much the same, and the

theory of violence is the same—the pro-

paganda of the dead.

As historian Barbara Tuchman points out,

in 20 years before World War II a large

minority of state were assassinated, including

the American Proa. McKinley, besides scores of

less important leaders.

Now police are called pigs; then they

were called dogs. Now we have the Chicago

Seven, their passionate courtroom speeches of

martyrdom reprinted around the world. The

anarchist millenium, paper models of the

anarchist revolution, hatred and repression. The freedoms

we have will be restricted, for everyone.

As historian Barbara Tuchman points out, forces of death and exploitation

and to build counter-revolution. They issued trumpet calls for

to the bourgeoisie. They issued trumpet calls for

the ruling class and its despised ally, the

Weissbourgeoisie. They issued trumpet calls for

propaganda of the dead.

As historian Barbara Tuchman points out, forces of death and exploitation

and to build counter-revolution. They issued trumpet calls for

the ruling class and its despised ally, the

Weissbourgeoisie. They issued trumpet calls for

propaganda of the dead.

As historian Barbara Tuchman points out, forces of death and exploitation

and to build counter-revolution. They issued trumpet calls for

the ruling class and its despised ally, the

Weissbourgeoisie. They issued trumpet calls for

propaganda of the dead.
MARYSVILLE
Brothers Art Buff and Bob Buff have been in Fremont Hospital in Yuba City. We wish them a speedy recovery.

The following brothers have passed away in the Marysville District during the past month. Our heartfelt sympathies to their families: Dan Rice, William Griffin and Bert Manson.

Our condolences also to Brothers G. W. Haane and Paul Holt, both of whom have passed away this past month.

REDWOOD
Our deepest sympathy to the family and many friends of our deceased Brother Elias "Blacker" Boger. Blacker passed away on March 8th after a short illness

Best wishes for a speedy recovery to: Brothers Jewall Williams, Eddie Stone and Gene Smith. Also a fast recovery to Brother Ward Fisher and Chuck Zlot are both still in the hospital but hope to be released before long.

Once again we want to thank the many Brothers and their wives that turned out for the Annual Blood Drive. While we would like to wish a speedy recovery to the number of units donated in the Redding area. The donors were:


Evelyn Sargent, Anthony Serpa, Duane Schoniger, HOME FOR SALE. Close to downtown.

John Steel, Shirlie Stockton, James Thomas, Betty Thompson, Howard Thompson, Leono Trubhoff, Elmer Usery, Ruby Yardnag, Willie Yardnag, Lottie Wats, Wesley West, Christine Watanabe, Oliver Wilson Jr., Woodrow Wilson.

BARNEY WORD
We need blood. "PLEASE, PLEASE, PLEASE"—our supply is low. Dick Hoening, one of our first graduating Apprentices, is now the proud papa of a baby boy—congratulations! Another generation of Apprentice stars?

Our deepest sympathy to the family and friends of our departed Brother, Miles Jones. For those of you in the Ukiah Area, let us know at our Wednesday morning get-together and he will certainly be missed. Our kindest thoughts and wishes go to the family and friends of Brother Wm. Murray of Santa Rosa, who was killed in an auto accident in Southern California.

RENO
Brother Al Cromwell entered Washoe Medical the latter part of March for surgery on a perforated ulcer. He is recovering at home.

Brother Ed DuBois has been ill for about 4 weeks. He is recovering at home and would appreciate cards and visits from the brothers.

Brother P. Burger had minor surgery at St. Mary's Hospital on March 6, 1970 and is now at home.

At this time we would like to wish a speedy recovery to the above Brothers and hope to see them up and around shortly.

We wish to extend our deepest sympathies to the families and friends of the following Brothers: Curtis Leroy Picker who passed away March 11, 1970, Ron Andrus, Dispatcher in Redding, whose brother passed away as a result of an accident. Brother Bob Bog, whose son was killed in Viet Nam.

Congratulations to Brother Charles Trautman and his wife on the birth of a future Apprentice Engineer on March 30, 1970 by the name of Carl Trautman.

Wedding Bells have sounded for two of the Brothers. Brother Robert Burdett will marry Marva May Magruder March 7, 1970. Brother Woodrow "Woody" Behank was married to Vera Wilson in Virginia City on February 29, 1970. Congratulations to these two Brothers and many, many years of happiness.

SACRAMENTO
"Thanks" to all those in the Blood last month to help build up our Blood Bank supply, we now have a Brother member's wife who needs 32 units of blood the 18th of March for open heart surgery, as we are once again calling upon you for your help.

[More NEWSPAPERS, Page 9]
## SEMI-ANNUAL MEETINGS

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>JULY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>San Francisco, Sat., 1:00 p.m.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>APRIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Hilo, Thurs., 7:30 p.m.</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Oroville, Thurs., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Eureka, Tues., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>San Francisco, Wed., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>SEPTEMBER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Fresno, Tues., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Salt Lake City, Fri., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Oakland, Thurs., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Sacramento, Tues., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>OCTOBER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Eureka, Tues., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Watsonville, Thurs., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Eureka, Thurs., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>San Francisco, Wed., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>NOVEMBER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Sacramento, Tues., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Waterville, Thurs., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Oakland, Thurs., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>San Francisco, Wed., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>DECEMBER</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Fresno, Tues., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Reno, Sat., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Sacramento, Thurs., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Ukiah, Thurs., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Santa Rosa, Thurs., 8:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Hilo, Thurs., 7:30 p.m.</td>
<td></td>
</tr>
</tbody>
</table>

### DISTRICT & SUB-DISTRICT MEETING PLACES

- San Francisco, Engineers Bldg., 474 Valencia St.
- Sacramento, CEIL Bldg., 3235 Stockton Blvd.
- Fresno, Engineers Buildings, 3211 4th St.
- Ukiah, Labor Temple, State Street.
- Salt Lake City, 1058 W. No. Temple.
- Marysville, Musical Hall, 119 W. Taylor St.
- Marysville, Elks Hall, 9-D - D Street.
- Watsonville, Veterans Memorial Bldg., 215 - 3rd.
- Redding, Veterans Bldg., 1351 Bennett St.
- Stockton, Engineers Bldg., 2220 N. California.
- Oakland, Labor Temple, 2135 Valdez.

### STOCKTON

Our deepest sympathies are extended to retired Brother Ed Vargas on the loss of his wife, Anna, and to the family and friends of Brother Lauren Bryant, who passed away this past month.


### Price Rises

Erode Gains

Department of Labor has noted that the wholesale price index for consumer goods and services has advanced considerably since 1940. The index now stands at a level of 116.3, compared with 78.2 in 1940. This means that the average worker today earns $116.30 per week, compared with $78.20 in 1940.

### Reader Letters

**Our Articles**

We will be offering you, in the next issue of this publication, our articles on:  

1. The problem of unemployment  
2. The problem of housing  
3. The problem of education  
4. The problem of health  
5. The problem of recreation  
6. The problem of transportation  
7. The problem of communication  
8. The problem of recreation  
9. The problem of recreation  
10. The problem of recreation

### Letters

- [Reader Letters Guide](#)  
- [Our Articles](#)  
- [SACRAMENTO](#)

### CLEM continued

(Continued from Page 2)

In this issue, we will continue to discuss the following topics:

1. The problem of education  
2. The problem of recreation  
3. The problem of transportation  
4. The problem of communication  
5. The problem of recreation  
6. The problem of recreation  
7. The problem of recreation  
8. The problem of recreation  
9. The problem of recreation  
10. The problem of recreation

### CLEM continued

(Continued from Page 5)

Manager: (Add your name here)  

Manufacturers: (Add your name here)  

They have posted a 20% decrease in their units sold in the past six months, which is a significant drop from the previous year. This is due to a decrease in consumer demand and an overall economic downturn.

### Sacramento

(Continued from Page 1)

In Sacramento, we have been working closely with the local union to address the concerns of our members. We have met with various government officials to discuss the impact of the economic downturn on our members.

### Conclusion

In conclusion, we would like to encourage our members to stay informed and engaged in the political process. We believe that by working together, we can make a positive difference in the lives of our members and their families.