Highways, Dams A Major Need

They’re Going for the Jugular

Kaiser To Supervise Huge Dam

Second Union Health Center in Santa Clara

Urban Renewal Only Stopgap Says VP

By Ken Erwin

The leader of this nation’s largest local construction union, both in membership (31,782) and jurisdictional area (California, Utah, Northern Nevada, Hawaii and the Middle Pacific Islands) said in an exclusive interview with the San Francisco Chronicle that unless there are dramatic and revolutionary changes in this country’s economic, domestic and foreign policies that there would be a “continuing general decline in the American way of life as we have known it.”

International Vice President and Business Manager Al Clem of Operating Engineers Local Union No. 3 believes the nation is moving “from a productive society engaged in upgrading the individual by providing increasing opportunities and just economic rewards” to a “society so busily engaged in studying its navel that it finds itself in constant conflict with what it wants to do and what it is able to do.”

In the following interview, Mr. Clem answers questions that are generally on the tip of most of his members’ tongues.

Q. As the leader of a union that depends primarily on contracts to keep members employed, how do you feel about possible cutbacks in Federal funds for highways, public works and other major construction projects?
A. I am against such cuts. Not solely because they provide jobs for the membership, but because many of, in fact, most of these projects are well thought-out and long-term budgetary commitments.

We are already fifty years behind in the construction of our highway system; experts have said that America is thirty years behind in the construction of dams and other power projects and the well-documented facts that it evidenced in our cities has its unnoticed rural counterpart in many sections of our nation.

Q. Won’t the millions of dollars being poured into urban renewal programs tend to stifle the vitality of the characteristics of the neighborhoods of these other projects?
A. Urban renewal is a stopgap. We are moving in a forced direction that implies that a chrome-plated ghetto will solve the problems of social conflict.

Nothing could be further from the truth. I, for one, am in complete agreement with a small, but growing, group of planners who believe that population replacement is not the answer, but totally “new cities” with built-in factors that provide for ethnic balance, equal opportunity and population expansion. Still, any program that involves expansion of services to increased populations begins with the availability of transportation, water and power.

We should not continue to shortchange ourselves on basic needs because of emergency social problems.

Q. What role do you feel the Federal government should play in accelerating the construction industry?
A. Well, let’s face it, since the government is the originator of most of our major public works projects, they, the contractor and the unions must coordinate every effort toward improving the quality of public works and productivity America to plan big and build forthwith. We must continually increase the number and continuity of jobs available.

Q. Speaking of politics, has your union gone on record to support candidates in this election?
A. The AFL-CIO has indicated that we should support the Democratic parties and the individual who has indicated that America’s skilled workman. I feel that the unions must coordinate every effort toward impressing upon the politician, his administrations, the Federal agency, the vital importance of keeping major Federal and State construction programs moving ahead at full capacity.

There may be soft spots in these budgets, but construction is not one of them.

Q. What is the difference between a union vote and political education and fund raising groups such as the AFL-CIO’s C.O.R.E. and our own International Union of Operating Engineers?
A. No, it is not an either-or. By its very nature and the legal framework of the law, the union vote is a purely voluntary activity that is not a long-term means of accomplishing the objectives.

The union vote is no longer a means of accomplishing a political objective, but a means of accomplishing a labor objective. If we have a strong and meaningful labor and productivity America to plan big and build forthwith, we must continually increase the number and continuity of jobs available.

Employment is the target of a joint business-labor program for congressional campaign. A series of industrial bills in Congress is getting a major push from the Chamber of Commerce and National Association of Manufacturers.

The campaign specifically is aimed at right-to-work law of June house of "VAM Reports," featuring booklet articles in report section on "Labor Law Reform." Center hit introduced to Senate by Senator NULR and replace it with a revised "Labor Court," one of forty States in Chambers-NUMA. But this, case, changing Chamber publication launching a "Labor Law Reform" campaign. Elections of 1966 will determine outcome of joint campaign. Details inside.

Kaiser To Supervise Huge Dam

OAKLAND — Kaiser Engineers will provide detailed engineer and construction supervision for the $95.5 million Ramans hydroelectric project for the Republic of the Ivory Coast in Africa. The Export-Import Bank has made an initial loan of $46.5 million for the project.

Slated to begin producing electrical energy in 1974, the project includes building a rock and earth dam almost a mile long some 175 miles northwest of Abidjan on Africa’s Ivory Coast. The World Bank loan will be used to buy equipment and services in the United States.

Second Union Health Center in Santa Clara

T. J. "Tom" Stapleton, Recording Corresponding Secretary, has announced that for the convenience of O. E. Local 3 members who live in the Santa Clara County area or vicinity, you and your family can now receive your vision and hearing benefits at the new offices of Bay Area Union Professional Center, 4483 Stevens Creek Blvd., Santa Clara, California.

The membership of Local 3 has had this Union Professional Center service for more than one year and report a high degree of satisfaction.

If you or your family have not yet registered for eligibility, phone the office listed below.

SANTA CLARA COUNTY
4483 Stevens Creek Blvd.
Phone: 264-3000

SAN FRANCISCO
715 Bryant Street
Phone: 391-2020

The examination for you and your family is at no charge (arranged for by your Union)—so phone and take advantage of this vital professional service.
Collectively Speaking with Al Clem

Since the work season is underway, the dispatch offices have been extremely busy. I would like to request at this time that if any member of your Union desires to receive his previous employment and has registered on the out-of-work list to please notify the dispatch office in order that your name be removed from the list. You would be surprised by the number of times this has happened to the dispatchers when hundreds of new workers could save them and help to cut down on the telephone bills. Our telephone bills are astronomical and if you would cooperate with the dispatch office in a way you will be helping yourself.

During the past month we negotiated an agreement with the Dillingham Corporation covering their operations in Oregon. We also came to an agreement with the Reno Union of the Sierra Machinery Company, Inc., which was ratified by the members in a meeting in Reno.

I attended the district meetings in Honolulu and Hilo. The work picture in Hawaii seems extremely busy; however, there has been considerable rain and the Brothers have lost some time. The committee of the Northern and Western locals is such an enthusiastic group that we have been looking over their and our membership needs. With the out of work lists as large as they are, we have held some preliminary talks with the negotiating committees of the various locals.

The Associated General Contractors of America, Inc. As you well know, the Associated General Contractors is the lifeblood of our organization and while the construction industry is at a standstill, this is the time to explore the avenues of growth in related fields.

Your Council covering the employees of the Sierra Machinery Company, Inc. has been busy. I am sure that the members are pleased with the new section which we will cast our vote for who will do the best job of minimum standards. It is amazing the number of Brothers who are so disgusted with the conditions under which non-residential contracts are pegged at the present time.

We have held some preliminary talks with the negotiating committee of the Northern and Central California Chapter of the Associated General Contractors of America, Inc. As you know, the contract expires June 15, 1968, and there are many contract negotiations which are the outcome of these negotiations. We are hopeful of consummating an agreement prior to the expiration date of the contract. Of course, as soon as a tentative agreement is reached, there will be a series of meetings held for you to accept or reject the proposed agreement.

We are now having a rash of jurisdictional problems and other problems that confront the officers of the Union in their daily operations. We have told you many times how great deal of the able and efficient leadership is the lifeblood of our organization and while the construction industry is at a standstill, this is the time to explore the avenues of growth in related fields.

The new section will be air-conditioned, 17-acre central park and 250 custom home sites. A 1,450-room, 23-story addition to the San Francisco Hilton Hotel will be completed by Labor Day. This $55,786,000 project is about 20% and an equally dramatic number of the $18 million Rinconada Hills development.

Your Union is toward international understanding. What do you feel the needs of the general population? We have been informed that the expression of this need will work best for a productive construction and labor program dedicated to creating a better America.

Q. Do you believe either party best represents the labor movement?
A. No. There are individuals in each party who, though I am an active member of the Democratic and the Republican party, I find them just as many who have lost some time because of the rain. It is a great deal of blight within the present situation of the nation. We seem to be multiplying ideas and agencies without producing any results. I am not saying we should dismantle the existing institutions, but we do need to be aware of the great deal of blight within the present situation of the nation. We seem to be multiplying ideas and agencies without producing any results. I am not saying we should dismantle the existing institutions, but we do need to be aware of the great deal of blight within the present situation of the nation.

Q. The war in Viet Nam has now reached the conference stage. How important is it to you that the meetings are toward international involvement?
A. Well, I don’t pretend to be an expert in foreign affairs, but what matter is, an expert on the membership thinking in this particular area. On a national basis, I think all free men support the right of self determined nations to live and work. At what point, and how when we meet our commitment, I leave to professionals to explain.

Residential future contracts were pegged at $85,746,000, but last year, they were pegged at $1,031,000, while non-residential contracts were down from $177,717,000 in ’67 to $81,180,000.

Washington OK For Mad River Dam, Reservoir

SAN FRANCISCO—The blessing of the Board of Engineers for Rivers and Harbors has been given the $38.6 million dam and reservoir on the Mad River in Humboldt County. Recommendations for the 350-foot high, 1,800 foot long, rock fill dam and multiple purpose reservoir has been made by the San Francisco District and South Pacific Division Army Engineers.

Hilton Tower To Be Tallest

A 700-room, 43-story addition to the San Francisco Hilton Hotel will be completed by Labor Day. This $55,786,000 project is about 20% complete, the new tower will be a rooftop restaurant and cocktail lounge. The new section will be air-conditioned throughout and will employ high-speed elevators.

Logic?

Governor Ronald Reagan: “We are responsible for the nation’s economic policy to halt the spiraling cost of such basic needs as medical care, food, clothing, rental, transportation and general recreation. Inflation has damped the pension dollar and continues to frequently offset the wage increase which fringes we negotiate.

FACTORY LABOR TURNOVER

The demand for factory labor eased up in March, the U.S. Department of Labor reports. Employment agencies have reported inSeasoned declines in addition to factory employment and voluntary quits.

BARGAINING SETTLEMENTS

Reaching in the first quarter of 1968 was highlighted by settlements in the copper, can and glass industries. Major agreements negotiated during the quarter covered approximately 100,000 employees or about 96% of the employees affected by the 900,000 affected by settlements during the same period in 1967.

AGE BIAS

The U. S. Department of Labor is alerting employers, agency and labor agencies across the nation to their responsibilities under the Age Discrimination in Employment Act. Beginning June 12, it will be a violation of federal law to discriminate in hiring on the basis of age for workers between 65 and 65 years old.

Your Good Name

Credit unions around the world operate well because they base decisions on integrity—their integrity and that of their members. A "good name" doesn’t come by accident; it is earned. A credit union member must use his good name by regular savings, working together with his fellow members and repaying loans on time.

When difficulties arise, he keeps in touch and ask the credit union to help him solve his problem. At your credit union, a good name entitles you to the best possible service: quicker credit, more credit and more help in emergencies.

SAFETY VIOLATIONS

Violations of safety and health standards have been uncovered in 95 percent of the industrial establishments inspected by the Labor Department under the Public Contracts Act last fiscal year. Federal engineers inspected 1,030 establishments and found 1,833 violations of minimum standards.

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Engineers News
Conservatives' Anti-Labor Campaign Hangs on 1968 Election Results

Congressional conservatives and major elements of the business community have launched a twin thrust at labor's throat. It involves:

1. A softening-up process in Congress by way of a gradual build-up of sentiment for a series of anti-labor proposals; and
2. A massive grass-roots propaganda effort among memberships of powerful business groups to line up support for the big push in Congress.

The conservatives' jugular instinct was whetted by election successes in 1966. Their hopes for a kill rest on the outcome of the elections in 1968.

Their campaign, thus, is entirely political in nature. It relies wholly on a Congress willing to enact anti-labor legislation. Deny the conservatives a political victory in 1968 and their whole strategy crumbles. Give them a political victory in 1968, and their success is assured.

Outside of Congress, the drive is spearheaded by the U.S. Chamber of Commerce and the National Association of Manufacturers. Each proudly refers to its campaign as one for "labor law reform." But there is nothing mild about the specifics of their plan.

One article in the NAM series was penned by Howard Jensen, vice president and general counsel of Lone Star Steel Co. The firm has been described by the Texas AFL-CIO as "probably the leading union-busting company in Texas." It is headed by E. B. Germany, a leader in right wing circles.

Jensen himself has been on the speakers bureau of the National Right to Work Committee and on the Southern States Industrial Council, a rightist outfit that adopts the John Birch line on UNICEF, wants the U.S. out of the United Nations and wants to abolish REA and TVA.

The thrust of Jensen's article is that oppressed union members are unhappy with union leaders but unions shrewdly "deflect" members' resentment to employers in the form of strikes.

The propaganda barrage picking up tempo in the NAM and Chamber coincides with conservative efforts in Congress to build support gradually for specific legislation tailored to the programs of the giant and powerful business associations.

This year, on the heels of conservative election victories in 1966, trial balloons were launched in Congress for a spate of anti-union proposals. Any one of these would be damaging to the trade union movement. Taken together, they are dynamic. Here are just some of the bills that have been proposed:

- H.R. 333, introduced by Rep. Dave Martin (R-Neb).—This would destroy industry-wide bargaining by clamping anti-trust laws on unions. It would revive the discredited "conspiracy" theory that dogged unions a century ago. It would leave local unions completely at the mercy of industrial giants.
- S. 1353, introduced by Sen. Robert Griffin (R-Mich), co-sponsored by a cluster of conservative GOP senators and one Democrat, Sen. Frank Lausche (Ohio).—This would abolish the National Labor Relations Board and replace it with a so-called "Labor Court" comprised of 15 judges serving 20-year terms. Nominations for the "Labor Court" would be passed on by the Senate Judiciary Committee, which now is, and for the foreseeable future will remain, under Dixiecrat-conservative GOP leadership. The legislation already has received strong backing not just from the Chamber and NAM but from individual businesses, among them the union-busting J. P. Stevens textile firm angered over recent NLRB decisions protecting union efforts at the firm's plants.
- S. 1744, introduced by Sen. Strom Thurmond (R-S.C.).—This would outlaw multi-union bargaining by a group of unions with the same employer at the same time such as occurred with Westinghouse last year. Joint bargaining arose in the first place as a necessary union response to the growth of conglomerate industrial giants.
- S. 1880, introduced by Sen. John J. Williams (R-Del).—This would undermine labor's political efforts by preventing national COPE or any international union from collecting voluntary contributions from union members to give financial aid to endorsed candidates. It was proposed as an amendment to the campaign financial reform bill and was defeated in the Senate by a 55-45 vote. It will come up again if the climate changes as a result of 1968 elections.

Promoters have a draft bill ready to present in the Senate to prohibit COPE or international unions even from collecting voluntary dollars to contribute to endorsed candidates.

SURE-FIRE BET to come up again if conservatives win in 1968 is this proposal—defeated last month in the Senate—to prohibit COPE or international unions even from collecting voluntary dollars to contribute to endorsed candidates.

The congressional conservatives and the Chamber and NAM don't deceive themselves. They know their campaign will rise or fall on the basis of 1968 election results.

Take away a few liberals from the present shaky House majority and subtract a few senators from the liberal ranks in 1968, and parts or all of the anti-union package become sure bets for passage.

So the answer is political. If they win at the polls, they win their goals in Congress. If they lose at the polls, if we add to liberal strength in Congress, it's a different ball game.

Going for the anti-labor forces are all the weapons, all the money and all the political savvy they can muster. The NAM's Business-Industry Political Action Committee (BIPAC) already is cruising in high gear. Now six years old, it has developed into a sophisticated, well organized political force.

Lined up with it will be right wing political action groups. Anti-union by nature, and with plenty of other axes to grind, the rightists unquestionably will be backing most of the candidates BIPAC supports.

In 1968, the best bet to preserve your union and your security against the attack is COPE. Give to COPE. Work with COPE in your union and your community.

Mike 1968 a "COPE year."

Only all-out effort will do the job.
Granite Construction
Will Rebuild Klamath
SAN FRANCISCO—Disastrous flooding in December of 1964 literally licked the town of Klamath from the face of Del Norte County. Now Watsonville's Granite Construction Co. will be putting its $13 million dollar contract into affect with the Army Corps of Engineers. Later this month Granite is expected to start work on the new 13 mile long, 8 foot wide river bed along the route of the lower Klamath River is designed to provide protection from a flood of the magnitude — $40,000,000 second feet — that was seen this summer. The flood destroyed the concrete arch Douglas Memorial Bridge at Klamath and inundated the community 13 feet deep.

The Klamath area, stricken by floods dozens of times since 1953, is exceedingly attractive in terms of scenic and recreational values.

Operating Engineers Local Union No. 13
474 Valencia Street
San Francisco, California

Dear Mr. Clem,

My sincerest thanks for your kindness and help— with which you and your associates have so far continued our correspondence, and such—the last four years, and particularly since January 3, 1969.

I am well aware of the benefit, which you personally, and which we all, have obtained from the introduction of the new highway bridge. The flood control plan for the lower 85 miles of the Klamath and Klamath river's confluence, and the South Fork Klamath river's confluence, will be obtained from a designated bar area adjacent to the river in the vicinity of the left bank abutment of the new highway bridge. The flood control plan for the lower 85 miles of the Klamath and Klamath river's confluence, and the South Fork Klamath river's confluence, will be obtained from a designated bar area adjacent to the river in the vicinity of the left bank abutment of the new highway bridge.

With much appreciation,

Yours truly,

Mrs. Perry E. Bonham
San Lorenzo, California
(Signed Bonham (and Family))
$21 Million St. Mary's Expansion Program Set

By A. J. "BUCK" HOPE and ESTHER L. AMONG

Work on BART is going ahead at full steam and prospects for a top year in San Francisco are encouraging. In fact, a number of major construction projects are currently in various planning stages.

A $21 million program for expansion of 17-year-old St. Mary's Hospital in San Francisco is among the projects that will be under way when it is completed. If this is completed as planned it will make St. Mary's the largest private hospital polyhedral, many-faced crystal.

The Hill-Harris Act has definitely expanded capacity. A $21 million program for expansion of Saint Mary's Hospital and Medical Center, after a very long hard road of the long hard road of the needed freeway standing idle because it was never used primarily for offices of the county. The contractor, resharpening the report. The buddy has swollen and the buds have bloomed and the sap is up in the trees. The last few weeks of the Daniel Hood 8. Apprentice, Nick Rustad's

The various concrete plants owned by the Granite Construction Company are being used at the Rockaway Quarry and hot asphalt plant for the Rockaway Quarry and hot asphalt plant which Howard's San Carlos hot plant is now called Hillsdale Rock Co.

The nearest concrete plants owned by H. E. Casey Co., Anderson Bros. and the Mort's of Peninsula Rock & Sand have combined to form the new company called C.A.P. (Casey, Anderson & Partners). All of these changes have resulted in little or no change of personnel and we are happy to be contributing.

The data processing plant is now ready to be used as the shortest, cheapest and safest freeway to Half Moon Bay. We need the freeway now, we need the jobs now, not five years from now, maybe.

The opening of the final leg of the Junipero Serra Freeway will almost immediately prove the desperate need of the continued freeway to Half Moon Bay. Another most serious bottleneck is the new freeway off the San Mateo-Hayward Bridge that forms 3 lanes under a single lane at Norfolk in San Mateo and a half mile away back to multi-lane freeway. The city of San Mateo is the last of the cities. Ditto the other direction which is even worse when the 21 Street race track is open. We see no sign of the division of highways and consider it a matter of life or death in the near future. Why?

In the recent past we have seen the members of organized labor. They have been Armstrong's friends and voting for their awed enemies in spite of repeated warning in this and other labor periodicals. The resultant disentanglement of the offices of the City Assessor and the Police Chief, dislocation of construction safety, the Industrial Assistance Commission. We have included the name of the worker and his family. Support your COPE endorsed candidate.

$2 Million For Air Force Jobs

SAN FRANCISCO—U.S. Air Force Regional Civil Engineer District 2, San Francisco, has announced the release of a $2,400,000 Air Force Military Construction Program to build an aircraft paint facility, data processing plant facility and a logical facility.

The aircraft paint facility will have a gross area of 55,500 square feet, a height of 44 feet and a 150 square feet of clear work space in the hangar area. The facility will be used as a paint job and as a controlled paint facility and will employ approximately five qualified aircraft painters at one time.

The data processing plant project is to be 3 stories, 48,000 square feet, providing 21,000 square feet of office space, and construction of 3,054 square feet of new building area to house a relocated defense automatic addressing system. Remaining of conversion of general purpose buildings to facility areas. The logical facility, detail plans for the project. The need for the facility was released in January, and the project is to be held in June with work to get under way in July.

BART OK on Key E. Bay Station

A bid by Frisco-Conland of Hayward was the lowest of seven bids opened today for construction of a bridge structure on BART's Berkeley-Richmond Extension. The Frisco-Conland bid totaled $2,552,046 against an estimate of $2,763,287. The award is expected to be made in mid-June.


**Report Out $1.6 Million For San Joaquin Projects**

By CLAUDE ODOM, KENNETH GREEN and BILL R Eldred

Construction projects costing $1.6 million for the San Joaquin Valley and coast highways have been advertised by the State Department of Public Works in Sacramento.

A major project is the repair of damaged roadway due to heavy trucks hauling building materials from a plant near Calico to Suisun City. The job, which is about a 9.4 mile parcel on the west side of the first section of the Bay Bridge, is expected to cost about $900,000.

Bids on a contract will be opened June 5 in Sacramento.

Another $373,500 project to reconstruct and widen Sullivan Road between Route 33 and the Interstate 5 Freeway in Merced County will be awarded soon after the bid opening date of May 29.

A low bid of $264,290 contract to widen the approaches from the old Franklin area is keeping the crews busy.

Workers today were excavating the Railroad area, which will eventually be a new Mocha Bridge.

The low bid on the pumping station project with the 3.5 mile reach of the north of Highway 198 was submitted by the low bidder on the Parker Pass job and should get under way in the middle of March, 1967.

Some $300,000 was awarded for the building of a new Blood Bank in Fresno.

The low bid on the pumping station, from C. R. Redfield and Schoolcraft, was $253,521. That was $345,017 less than the bureau of reclamation estimate.

The low bid on the canal itself, from Clyde W. Wood and Sons, of Burbank, was $464,963 under the engineer's estimate. No pre-jobs as yet.

By GUY F. ATKINSON

Kwesw Delta Hospital is only 7.5 per cent completed, but already the unique structure's shape is evolving.

In the center of the construction project is a huge, lower-level crane operated by Bill Walthar. From his control panel, he can reach into any part of the four story, 23-foot bed project with the 100 foot long boom that sits 80 feet above the ground.

Work will be completed on the hospital in the middle of the 1967, before the first indications of the fall of 1969.

Hood Corp. at Three Rivers will kick the third and last phase of the hospital project with the 15th of June.

A good job for the brothers as the job will be completed on schedule to save the tubes.

R. D. Watson are getting their Kings River Project started. They will run from three 601 staplers and two 50's on their dirt spread.

Dick Corp. of Bakersfield was low on the $1 million project and was out of Jol жидкое.

The contract was won for $180,000 and should get started very soon.

The State Division of Highways has awarded most of the contracts so far in the Bay Area, which will be worth more than $140,000 in Tiduce and Marle County.

In Tulare County, the project involves reconstructing and widening two miles of Road 80 about a mile south of the Peaceful Valley.

The work runs between Avenue 280 and Highway 198. The low bidder, at $1,175,175, was a William Construction Co. and Porterville Asphalt Co.

The low bid was $1,279,708 contract to the 1.1 mile section of Highway 37 west of the Madera County line.

The expected cost of the job runs between Avenue 280 and Highway 198. The low bidder, at $75,000, was a William Construction Co. and Porterville Asphalt Co.

The low bid on the Parker Pass job was submitted by the low bidder on the Parker Pass job and should get under way in the middle of March, 1967.

The entire half block on the west side of Van Nuys Avenue between the Mariposa Mall and the low bid will be awarded at about $200,000.

The double development will be adjacent to a motel plan for construction now under construction at Van Nuys Avenue between the Mariposa Mall and the low bid will be awarded at about $200,000.

Tri-Centennial Co. of Fresno was low bidder on a Fann project with the 3.5 mile reach of the north of Highway 198, south of Madera, to Avenue Avenue south of Tranquility.

Kings Valley got under way south of the seven mile route, which runs from 1.5 miles south of Highway 198, south of Madera, to Avenue Avenue south of Tranquility.

The Canal section will be lined with all concrete and all the Officers and Brothers.

It is easy to see why Galileo with Salt Leandro.

The homes to be rerouted on the east side of Highway 198; those on the west side will not be affected. A 35 foot deep strip along Hesperian will be left over from the house acquisitions will be annexed to the City of San Leandro and developed for multiple dwellings.

Merritt College Access Road to the Northside area was awarded to Gallagher and Burkle.

The bid price was $1,204,105. The job is now started at this writing.

The bidding in the Equipment Shops had run to the point where the work season getting under way, Contractors are getting their materials from the Equipment Shops will be allowed to carry water about six feet deep.

The scrup conductivity is scheduled to be operated at the Kesterson Reservoir east of Gustine by December

There are 8 engineers on the project.

The Fresno Paving Co. has a $232,330 contract to reconstruct four miles of Lane Avenue between the city limits of Hibern and the south city limits of Hiawton in Fresno. Eight operators on job.

The pumping station project with the 3.5 mile reach of the Peaceful Valley took $180,000 less than anticipated.

The low bid on the pumping station, from C. R. Redfield and Schoolcraft, was $253,521. That was $345,017 less than the bureau of reclamation estimate.

The low bid on the canal itself, from Clyde W. Wood and Sons, of Burbank, was $464,963 under the engineer's estimate. No pre-jobs as yet.

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P.O. Box 31

Georgetown, California

March 26, 1968

Mr. Al Cren, Business Manager Operating Engineers Local No. 4 375-3 Visalia Street

San Francisco, California 94103

Dear Mr. Cren:

I wrote you yesterday in reply to your letter of December 28, 1967, concerning my length of membership in Local Us No. 375.

After writing you and while going through another box of my own records I had accumulated while I was in Mexico, I found another letter from the Executive Board of our Local with the signature which you had sent me.

I wish to thank all the Officers and Brothers for your promptness in sending me, and the scroll of course I shall frame.

I am sincerely yours,

[Signature]

[Note: The signature is not legible in the document.]
By HAROLD LEWIS, BEN NAKANO, WILFRED BROWN, KENNETH E. ROOVELT, WALLACE LEAN and JOE REINERT

GET TO KNOW AND UNDERSTAND

Not knowing could mean a great deal of problems for you. Get to know and understand the Union and its benefits. Contracts, By-Laws, Constitution, Hiring Procedure and Administration. To obtain information and answers to your many questions, ask your Shop Steward or contact your union office, attend the general membership meetings, read your Engineers Newspaper, Constitution, Hiring Procedure, Benefits, Contracts, By-Laws, FACTS!

VOTER REGISTRATION

If you have moved, changed your name or have never voted before, please register to vote. We have two voter registrars in the area. They will contact them and register and vote. The many things we strive for can be obtained only if we have strong and effective support in our government. This strong support can be obtained only if we vote. So vote! Please register and vote!

DEMOLITION INDUSTRY

The contracts for the Demolition Industry have been consummated with Tijer Lumber Co., Ltd., and Steel Workers, Ltd. C. S. Osga Trucking Service and Hinahuna Tracto Service. This important work will be handled by Operating Engineers employed in the Demolition Industry.

SHOPS

The Shop Agreement with E. E. Black Co., Ltd., Steel Fabricating and Tool Repair Shop has also been consummated. Negotiations have been made for agreement with J. M. Tanaka Construction Co., Ltd., and should be completed shortly.

BOOK INDUSTRY

Work is plentiful in the Book Industry, Hawaiian Crane & Rigging Co., Ltd., and Hawaiian Information Services, Ltd. with both working on the Waikiki Bridge Project for the past five months. This project should be completed the latter part of this year.

United Cross Rentz has been busy installing rock crushing machinery at Kapa'a Quarry and Asbestos Insulating, Inc. is working on the Lumahai Freeway which starts from Lumahai Avenue to Lihue Street.

HAWAI'I TALLEST BUILDINGS

The 33rd floor penthouse of Hawaii's tallest building was recently occupied by Hawaiian Dredging & Construction Co., Ltd. This condominium apartment building will dominate our city's skyline. This $10 million project will consist of a 46-story building with 446 units and about 30 stories. It will raise its peak approximately 40 miles in the forest to the mill. The company is also planning to make a second runoff from the construction industry. Donald Victorino is our steward at this place.

On the west side of the Big Island of Hawaii, new construction activity is being conducted by Murre-Burns and Jackman Brothers, Ltd. has started work on the Kona Airport. The Queensridge Corp. has started work on a large project in Kailua, Kona and J. M. Tanaka Construction Co., Ltd. is moving ahead with the project at Pisgah Line. WAIMANALO DEVELOPMENT

Seaweed is a major disposal problem, largely responsible for stalling the Waimanalo development. In 1965, the State's $8 million plan to transform 7,500 acres Waimanalo Valley into a major urban area appears to be moving again after a long dormant period. The 1965 capital improvements budget provided $300,000 for Waimanalo, preparing the pastured land for residential and apartment construction.

The six-year Waimanalo program is outlined to modern development of homes, apartment resorts and commercial and farm sites. A large transmission main was laid last year and shall be installed and a pumping station shall be constructed soon. Drainage systems will also be worked on, with materials excavated from surrounding areas. The Department of Hawaiian Home Lands plans a $30 million Waimanalo housing development at a cost of $30 million. Its 1965-66 budget contains $600,000 for utilities and interior construction for 450 lots.

HAWAI'I KAI BRIDGE

J. M. Tanaka Construction, Inc., is awarded a contract to replace the low bid of $730,000 to construct the Hawk'i-Marina Bridge and Channel improvements. Work is now being conducted by Hawaiian Kai Development Company, Inc., who will go ahead with the work of the project under an agreement with the state.

This bridge would provide a clearance of about 13 feet above sea level permits boats to pass through. The bridge will replace the present Hawk'i-Marina and Mamala Bay. This present bridge offers practically no boating and is back for providing the land for residential and commercial and marine business. The estimated cost to design and construct will be over $3 million and it will be opened early in 1963.

Navy Awards Contracts

Hawaiian Dredging & Construction Co., Ltd. has been awarded a $490,000 contract to complete the recently awarded Marine Corps Air Station and THOFF Construction has received a $452,000 contract to build a pump and valve shop at the Pearl Harbor Naval Shipyard.

Other contracts awarded by the Navy Facilities Engineering Command, Paul C. Jackson, work for $335,637 for security installations at Waikele and $109,586 for an aircraft maintenance shop at the Marine Base at Kaneohe, both to Pasmore Construction Company.

WATER POLLUTION

The City received its first federal money today under what is known as the Great U. S. Water Pollution control program. The figure represents one-third of the cost of water pollution control projects in Waianae, Kaneohe, Kailua and Pearl Harbor East. All of the projects involve sewage and sewage treatments.

Under the Department of Interior water pollution program, one-third of the cost of such projects is reimbursed to local governments upon completion of the projects. With the new federal funds and local regulations approved by the department recently, the City will have the opportunity to complete its sewage treatment and storm run-off projects in order to comply with the regulations.

At least $1 million of the federal money will go to the Wai­

Hill Top, Waianae project, which included sewage treatment plant to process sewer and ocean fall. Other projects receiving money are Pearl Harbor East, Waimanalo, Kailua, Pearl Harbor Naval Base, and Kailua pump station, $286,000. Additional work on the Waimanalo Merrill project and the Hono­

With a lot of plans being put forward, we are looking forward to a lot of work. We are dispatching a few Technical Engineers to take a few Civil Engineering courses to be held on April 23rd.

For $950,400 to construct a sewage treatment plant for the Kailua sewer district, $286,000; additional work on the Kailua sewer district, $286,000; and Kailua sewer district, New force main and interceptor sewer, $180,000.

With a lot of plans being put forward, we are looking forward to a lot of work. We are dispatching a few Technical Engineers to take a few Civil Engineering courses to be held on April 23rd.
CORTES MADECREEK DREDGING PHASE DONE—the first phase of the Corte Madera Creek flood control project—dredging from the mouth of the channel to Ben Air Bridge—nearly complete, and the College Avenue-Kent Avenue intersection at the mouth of the channel along Tamalpais Creek, which cuts across College of Marin property to the east of the athletic complex and flows under the College Avenue-Kent Avenue intersection at the mouth to Kent Woodlands. That intersection will be torn up because a new and larger culvert must be built under the street. In two years of planning and channel work on the first phase, which is scheduled to end mid-June this year, the Ross Valley Flood Control Zone will have spent about $400,000, of which about $60,000 will be reimbursed, said Fred Smith, the project engineer, who has spent about $700,000 to buy property. The second phase is expected to be completed by fall of 1969. Overall cost of the flood control project, extending to 30 miles one side of the creek—spliced 900 feet of new cable into it draped it for $80,000, the Kentfield School District will have spent about $30,000 on the second phase on April 8th. Western Pacific Dredging Company, low on 9,600 feet of water pipeline and 700 feet of pipe, was awarded the Navy Line School Job. This project went for $1.3 million and is located in Monterey.

Granite Construction Company was low on 4,000 feet of water pipeline and 100,000 cubic yards of rock fill for the parking lot came from the Quarry at Aromas. Belt Crete supplied all of the storm drains. E. T. Haas has been getting caught up on some of the underground work on Mary Avenue. They have also taken out about 10,000 cubic yards of material during the rain. The new shopping center is now approximately 75% per cent complete. The only remaining major job that must be done is the concrete for the remaining 10% of the roof. This will be installed in the next few days. The responsibility for the work of the project management will be several hundred men.

All the grading and paving companies are working on the upper phase of the project, right now. The work consists of grading approximately 4,000 ft. of trench, 2,000 ft. of cave, trench, sewer, and gravel for this job. Gilmore & Sons have been working on their jobs downtown, doing the demolition and the work crew. They are also making good progress on the San Jose State College.

PAW Construction are on the finishing touches of their job at San Jose Community College resident buildings.

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By WAYNE “LUCKY” SPINNIGLE

On March 4th, a meeting was held at the Tiburon Lodge located in Tiburon regarding highways in Marin Country. Present at this meeting were representatives of the Supervisors of Marin County, members of the California Highway Commission, Deputy Director, District No. 4, and all department and city officials of all the cities of Marin County.

The main topic was the priority of the general road system and the need to 101 in Marin. Everyone at the meeting was in favor of putting the San Rafael Viaduct into a No. 1 priority, and the Novato bypass into a No. 2 priority, instead of the San Rafael-Violeta Road. The meeting meant the San Rafael-Violeta Road is now a dead issue. We understood from Alan Hart that they could go ahead on the San Rafael-Violeta Road but would eliminate this bottleneck.

The meeting was very interesting, and we believe we have a good understanding of our freeway system in the State of California.

Following is the summary of this meeting on freeways:

THE FREEWAY:

HOW MUCH DO YOU VALUE OUR CALIFORNIA WAY OF LIFE?

Most Californians happily declare a major portion of their wealth to paying the motor- use tax, so we can have our children travel streets that the driver must use. And, because we travel those streets, to a round trip to a variety of shopping centers may take no more than 1 mile, their streets are so important to the California way of life, they can be called freeways.

Sometimes we forget another very special thread among the modern freeways, one that must have some drawbacks. Rush hour times is a problem, to be sure. Such bugs may be, however, incompletely understood, but it is good to know that commerce will drive along the freeway network grow.

At the same time, freeways, like most things, have some drawbacks. Rush hour times are a problem, to be sure. Such bugs may be incompletely understood, but it is good to know that commerce will drive along the freeway network grow.

Of course, the faster we build freeways, the more we will experience a full measure of benefits. Our State Legislature has placed a bond issue totaling $100,000,000 for 1968. Today that network is only about two-thirds finished. We have 7 years to complete it, we may want to step up the pace of construction.

By 1980, at least six million more people are expected to join the 50 million already living in California, and if the freeway and expressway program proceeds as it should, newcomers can expect to find more than enough modern highways to get around on.

By average, a good many of the people, who commute to 7,500 per day, to work during the next few years will have their livelihood dependent on the freeways. Their time is valuable, and the efficiency of the freeways, and their earnings. Each economy is dependent in every area on its transportation system.

And yet, when we step to count our pleasures, what is important to many of us is the opportunity for casual recreation that freeways afford us. Californians infrequently use a freeway to take them where the “action is.” And getting there, or coming home, often becomes a valued part of the outing. Most people feel as safe as they feel when they are whiz- whiz along through scenic country on a gently swooping freeway. And their feeling is correct.

The record shows that on cross-country freeways, there are fewer cars per mile traveled than on other rural highways. Driving is safer of all, even on the freeway system.

Freeways assure good jobs for people in Marin in years to come. A growing economy requires improved highways. Freeways add to an area’s potential for business- men to move to a new location. Highway access determines their choice of sites about two-thirds of the time. When manufacturer- ers move, highway location is most important about one-third of the time, according to studies by Real Estate Research Corpora- tion.

The density of motor vehicles registered in San Francisco is in the nation’s top ten per square mile. In the entire Bay Area, with its 600 miles of waterways and 19 miles of coastline, the densities have grown by almost one million over the last three years alone. Even then, this much booming, particularly in Santa Clara County, an expanding system of freeways has increased the mobility of residents.

A travel time study in 1966, when contrasted with statistics compiled after the opening of the Golden Gate and San Francisco-Oakland Bridges in 1937, shows that the distance a driver can cover in 30 minutes last lengthened fixed alongside some freeway routes. It has doubled or tripled in length.

Addition information about California Freeway System can be obtained by writing:

Freeway Support Committee
California State Chamber of Commerce
100 Whittier Boulevard
Lakewood 2, California

M.G.M. CONSTRUCTION job at Greenbrae, starting to move along smoothly now, after some problems of putting their pump- ing stations in. This underground pumping system is 10 feet in depth, and height of the trench is about 18 feet.

CHILITTO BRUSHS, should be the “go ahead” to put in subur- bion in San Francisco by the time this goes to press. They don’t have all of the answers to their problems yet, as yet, due to lack of work and weathering. And knowing Chilittos, they will have on the job and will have all of the brothers back to work soon.

MAGGIO-CHILITTO have started on their Bret Harte job- working on a group of roads there will then come back to the storm drain. This job is in the mud and rain, and dueling every foot of the 14 foot deep trench.

WHAT M. HARMS, getting off to a slow start at Marin Golf & Country Club due to the weather, and are running into some hard rock, but they will get the job done, as they have good equip- ment, including a crew of operators to go with it.

SOILAND COMPANY, working other small jobs at the present time in the area will have bigger jobs to do once the dirt has been moved on some of the larger jobs. Soiland Company, like all of the other local contrac- tors, don’t have enough work on their books for the year, but they are bidding on jobs in this area, as well as out of the area.

As the picture looks from here, we can expect more work than we did in 1967. Let’s hope so!

Our office will be open on Mondays until 7 p.m. instead of 5 p.m. on Thursday nights. Please note our change effective March 15th.

New South Chow!

Southern cooking, family style, and offered in 462 recipes supplied by women of the labor movement in the South.

Contents include 48 ways to use ground beef as a main dish; broths, including hush-puppies; Southern seafood gumbo; casseroles; soups; stuffed fish and "angels (oysters) on horse- back"; corn fritters; candied yams; pancakes; shrimp; salads; beverages; relishes and more.

There are a "water fall" pie crust, an "impossible" pie, cherry tarte, lemon chess, karo-float, buckeye, lemon tart, lemon sour cream, moist coffee cake, orange wine, cherry pie, pumpkin pie, custard, pear, apple, chocolate, banana, lemon recipes; curries; stuffed fish with cheese sauce; pralines; pecans; pecan pies; fudge, 24-hour pickles, corn bread, chocolate mousses, chocolate mousse, cherry chocolate mousses, chocolate mousse.

Some of these recipes are de- liciously easy and some are a bit more involved, but when improved Southerners struggled grimly for survival on such edibles as were at hand, Homemakers in the "New South" serve beef instead of mutton, pear and shrimp and oysters and lamb instead of "potted ham, fish, oysters and oysters." Southern cooking recipes have "drawn" from all over the South, compiled in the "New South Chow".

Single copies may be obtained from Frank Thack, from S.N.A. Head- quarters of Documents, U.S. Government Printing Office, Washington, D.C. 20403. Discount rates are available, upon request, for quantity purchases.

AFL-CIO URGES CONGRESS OK ON PROMOTION FUNDS

WASHINGTON — A measure that would permit joint labor and management sponsorship of indus- trial promotions has received the support of the AFL-CIO. Andrew J. Biemiller, director of the Construction Department’s industrial relations, expressed the AFL-CIO’s support of a bill to amend Section 236(c) of the Labor Manage- ment Relations Act in a letter to Rep. Frank Thompson (D.-N.J.), chairman of the Special House Labor subcommittee.

"Section 302 is prohibited all payments by employers to union representatives except payments to certain specified exempted em- ployee-supported funds such as health and welfare funds," Biemiller explained. The proposed amendment would specifically permit jointly administered trade and industry product promotion programs.

"These programs should not be permitted to use funds that are used to promote only a single industry product promotion programs.

"The proposal would only require, collective bargaining on the establishment of such programs or funds," Enactment of the amendment, he said, "would be an act of simple justice.

LIST VETERAN BENEFITS IN NEW BOOKLET

WASHINGTON — The Veterans Administration has released its 1968 edition of "Federal Benefits for Veterans and Dependents," a annual publication that reviews benefits available to veterans of military service.

The 1968 booklet includes detailed of the Veterans’ Pension & Readjustment Assistance Act of 1957, which gives benefits to certain specified eligible veterans.

"The Veterans Administration requires collective bargaining on the establishment of such programs or funds," Enactment of the amendment, he said, "would be an act of simple justice.

NEW SOUTH CHOW!

Southern cooking, family
dish; broths, including hush-puppies; Southern seafood gumbo; casseroles; soups; stuffed fish and "angels (oysters) on horseback"; corn fritters; candied yams; pecan pies; pralines; puddings; salads; beverages; relishes and more.

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Some of these recipes are deliciously easy and some are a bit more involved, but when improved Southerners struggled grimly for survival on such edibles as were at hand, Homemakers in the "New South" serve beef instead of mutton, pear and shrimp and oysters and lamb instead of "potted ham, fish, oysters and oysters." Southern cooking recipes have "drawn" from all over the South, compiled in the "New South Chow".

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$500 Million Project

The Princeton-by-the-Sea de- velopment on the San Mateo County coast is expected to start late this summer with the construction of a 220-home unit. The county planning commission will go over a preliminary map sometime in May.
Mad River Bridge Spread Getting Ready to Start

By RAY COOPER

This is the time of the year when we hear the phrase "false spring." We have a few weeks of beautiful sunny weather and then the rain and cold return. Is the heat on its way to work?

We ask the contractor the same question. He says that the present good weather will continue and that the work will move along. Hughes & Ladd is going to make the most of the current weather conditions. The company is working on the Big Flat job in Del Norte project consists of 1.3 miles of road from the North Fork of the Mad River to Ladd on their site. The work will be ready to go in May on the TS Essex plant making the filter material for the Big Flat job in Del Norte.

Hughes & Ladd have been awarded the Mad River bridge job and have their equipment ready to go. The job is a high priority for the company.

The construction company of Santa Rosa was low bidder with $837,500 for a new Bypass near the new Bridge at Raymond Walsh, Borel Bypass. Almost all work will be done immediately. The Borel Bypass Bridge will consist of a new bridge and a bridge over the North Fork of the Mad River. The work is expected to be completed by December 1968. The new bridge will be in place by January 1969.

The new bridge will be a two-lane bridge with a load capacity of approximately fifteen tons. The bridge will be built on a 30-foot wide right-of-way. The work is expected to be completed by the end of the year.

The bridge will be a double girder box beam bridge with a single span of 120 feet. The bridge will have a breath of 10 feet and a width of 14 feet. The bridge will be located on the north side of the Mad River.

The bridge will be constructed using traditional methods and will be constructed by the Hughes & Ladd Company. The company has been awarded the contract for the construction of the bridge.

The bridge will be ready for use by late 1969. The company is working hard to ensure that the bridge is completed on time.

The project is expected to be completed in late 1969. The bridge will be a key link in the new highway system that is being developed in the area. The bridge will be a major improvement to the local transportation system and will greatly benefit the local community.

The bridge will be located on the north side of the Mad River and will be a two-lane, two-way bridge with a width of 14 feet and a height of 10 feet. The bridge will be constructed using traditional methods and will be completed by the end of the year.

The bridge will be a major improvement to the local transportation system and will greatly benefit the local community. The bridge will be ready for use by late 1969.
Brooktrails Project Holds Work Promise

By RUSS SWANSON and BOB WAGNON

At the last writing of our paper, we said the sun was shining, and we were in hopes of an early spring, but in the past few days we have had several inches of rainfall, so evidently spring is not here. About the only thing that has happened is that the grass green and it helps the farmers, but it certainly doesn't help our "out of work" list.

Our overall outlook for District 10 is very favorable for the year of 1968. Around Sonoma County there is considerable work left over from last year to be completed, plus the new work, that should take care of our brother here.

New work to be let in the area within the near future will be the Highway 12 extension to the freeway, and also the Ben- nett Valley Road.

Bragato Paving has not been able to do much on their river road job this winter, except get it ready for grading and paving. However, they did accomplish the grading this winter, which was done by Wagner, Babbo and Adams. This should be a good job for them to do, as they can get more work at a later time, as soon as the weather permits. Also, between rainstorms, Braga- to has been working on the freeway through Santa Rosa, plus the Farmer's Lane extension.

When these jobs are finished, it will help relieve the traffic con- gestion considerably. Argonaut Construction Co. has quite a lot of work left on their underground construction project out in the northwest section of Santa Rosa. This is another job that will go back to work as soon as weather permits.

Up in the north end of the dis- trict, Mendocino Cou- nty—we have the Brooktrails De- velopment project, for which they finally got around to awarding the bids on. After the awarding, the contractors weren't too slow in getting started. The Ebert-Spartan Co. from San Jose, the gen- eral contractor, got the job for $2,900,000 plus. This consists of all phases of the work to be done, including road, water line, and bridges. However, Ebert-Spartan is primarily doing the underground work in helping the rest of the work to different contractors. Subcontractors there are doing the grading and paving, and Mountain States, who will be doing the structural work. Also on the same project there was another bid for the water treatment plant, which has already been let to the Frank Beach. So, all in all this should be a real good project for the next year and a half for all the good brothers up in area 2.

This is going to be a beautiful retirement community, or just a lovely place to live in the Willits area. It is approximately three miles from downtown Willits. After talking to the developers it seems they are going to attempt to have this go on and on from one bid to the next for approxi- mately five years running. As we are discussing the Willits area, the Highway 101 realignment job below town is to be let in May. This job is about a three mile stretch of realignment, which will take some time to complete, and has been the scene of many an accident.

The job was to have been let before this but due to a delay in acquiring right-of-way access, the bidding was postponed.

Traveling on up further on Highway 101 to the Cummings area, Morrison-Knudsen Co. is just waiting for the good weather to get there to help them to finish the existing work. But due to the size of the project, it will take the rest of the working year to complete.

On the Guy F. Atkinson free- way job, just above this at Cum- mings there is a three year proj- ect with the peak year being in 1969. The job employed a good number of engineers last year, and we know they are anxious to see the good weather come so they can start up and get the pay checks started to rolling again. After a while, the flesh of the city, there was a slip-out due to slide conditions and Granite Construc- tion Co. is removing the slide and getting Highway 101 back in con- dition for travel. Mr. Tap Faussey is the general superintendent on this job, of which Turley & Son are the capable crew on the clam shell. Owner-operator brother Rowland is on the backhoe.

Over in Lake County, which has been low on work for the past several seasons, the prospects are a little brighter. We have the Newport Keys project to look for- ward to this year which will be over by Clearlake Highlands. This will be approximately a two and one half million dollar real estate development project which will have keys built into Clear Lake plus the regular land de- velopment, consisting of streets, underground and lot leveling. We know this job has been in the cookers for some time but from what we find out from the developers, they are expecting to start this job this summer.

Across the lake at the Riviera Development, which is already in progress with the golf course and streets in, there is going to be two new units developed on this project this year which will amount to around $1 million dollars. Langa Brothers at the time are developing one new unit. They are in hopes that the other two units will be ready to go when they finish this one. So all in all, for Sonoma, Lake and Mendocino Counties, the work picture is a little brighter this year. Napa County is the only one of the counties in District 10 which doesn't have an especially good outlook for the future. We are hoping this will change and Napa County will get some work also.

Our plants and shops have been fairly busy this winter be- tween rainstorms. Basalt Rock must think the prospects are good, as they have hot plants in Healds- boro and Santa Rosa and are put- ting up a new one in Petaluma. Hope they are right!

Windsor Sand & Gravel plant is taking on a new look. This op- eration was sold to Kaiser Sand & Gravel last year along with Red- wood Cement. However, they re- tained the same names. The first thing that showed was the new "hot pink" paint job. Practically everything visible. They have done a considerable amount of work on plant one, plus at the present time they are completely revamping plant two. This will not only help their production but also put our mechanics and weld- ers to work. There are also ru- nors that there will be a new 6,000,000 standard but plant put up to replace the old one which is at Redwood bedside location on College Ave. in Santa Rosa. We know this would make some people happy there, especially the plant operator, who would natu- rally rather push buttons than pull levers.

Berglund Tractor Co. has evi- dently enjoyed a more prosperous year this year than last as they have not had to lay anyone off and even had to hire a few new people through the winter. We have approximately 45 men working be- tween the two shops, Napa and Willits. We are in the second year of our contract with Berg- land Tractor and our relations are excellent. The members employed there under Local No. 3 are reaping the benefits of a Local No. 3 contract. (The accompanying photo shows some of the men in the Willits shop.)

Our Renoe Hydraulics plant seems like it is holding steady with approximately 150 members working steady. This shop has grown since 1955 from approxi- mately 69 employees to what it is today. However, at this time it appears to have leveled off, but we are hearing rumors of possibly another expansion later. At this company works primarily on con- tract work, it is very possible that there could be an expansion with Renoe receiving new contracts, as they are currently bidding on new work.

Don't Lose Money

If your share account is inactive, you're losing money. If that seems hard to believe, take a look at what an active account can mean to you.

Regular saving means security, convenience and economy, through ready cash. Money you can get at a moment's notice—at no credit charge. That's money saved.

True, your credit union can always provide emergency loans when you need them. But a growing, active share account means a source of funds for those non-emergencies, but "necessary" purchases.

Time to wake up your share account?
Early Builders Were Men Of Vision

By AL. HANSEN

Early on a sunny summer morning in the mid-1800's, a few men huddled onto one of the new piles under construction on San Francisco's waterfront and went to work for “day wages” as laborers.

No written history exists of these two men, Bill Healy and Bob Tibbitts, but it is possible they were much like hundreds of other hard-faced men—most of whom were immigrants—who fought each day for the opportunity to make a living at the work of building the new piers and docks close to the waterfront. Cargo bound for Alaska and Pacific ports was swelling the waterfront facilities beyond capacity. Coolies arriving from Northern California waters to feed the workers of the hungry New West had to be moved inland, and fast! Exports of timber, minerals, fish and coffee filled the Northern California waters to feed for a fact, that Bill Healy and Bob Tibbitts got their heads together today. was issued to Healy license No. 40, the oldest active license in the State of California today, was issued to Healy Tibbitts Construction Co.

It is evident that from the beginning the two men were on the waterfront performing the construction work they obtained from the Department of Public Works to the city as it continued. It is also evident that through time building, and a close watch of the dollar, they beat out much of their competition, and that business began to grow. And it is also said around the waterfront today that in these days of total war, the Healy Tibbitts was able to be the city site. The central office in San Francisco contains about 15 employees, which includes draftsmen, engineers, superintendents, and the usual complement of support personnel. In charge of the Pacific Coast is Ted G. Anderson, who holds a B.A. degree from Colorado and has been in the waterfront business since 1937. Anderson joined Healy Tibbitts in 1945 when wartime service overseas with the Radiation Laboratory of M.I.T., for which he was awarded the Sells and Forbes medals.

Healy Tibbitts, for geographic definition, has the state of California divided into two parts: the northern area of which is known today, caused the exodus of Bob Tibbitts and left the company in the possession of Bill Healy, who managed company business with company until his death in 1938. Leadership of Healy Tibbitts Construction Co. passed to C. J. Healy, Horton upon the death of Healy. In 1939 a young engineer from Pennsylvania who had graduated from the University of Colorado in 1927 joined the company, John C. H. Helen was in charge and brought in from a stint in Central America building roads and was a native of the state. He held this position until 1938, when he was elected a vice president and assumed management duties. Marion was elected president in 1939.

During the depression days of the thirties, the business of Healy Tibbitts Construction Co. boomed because of the reconditioning and building of new waterfront facilities and the construction of the Oakland - San Francisco Bay Bridge. During the Second World War the company was extremely active with dozens of construction projects under way in and around one of the busiest naval ports on the West Coast at Oakland, California. During World War II, U.S. Navy Commander Robert H. Helen was in charge of marine salvage and harbor clearance operations in the combat zones of the Mediterranean and coastal ports of Africa. Robert H. Helen joined the West Coast front in 1947 and was instrumental in moving the company into foreign maritime construction work in Central America and the Far East. Bob Helen today is the president of Healy Tibbitts Construction Co.

Healy Tibbitts has constructed marine structures, submarine pipelines, marine trestles, and other types of waterfront facilities in Mexico, El Salvador, Costa Rica, Panama, the Azores Islands, Hawaii, and other areas of the Pacific. A salt loading pier was recently completed on the Coast of Baja California (Mexico) for Esso. Healy Tibbitts has constructed facilities in the Gulf of California with National Bulk Carriers. Healy Tibbitts has long been active in waterfront construction in this area of Mexico, which is controlled from an office in Southern California at Long Beach.

In San Francisco the Healy Tibbitts waterfront “yard” covers some 25 acres. At one time or another all of the company's half dozzen floating Whaley dock barges, floating piles, and dozen scows have been docked for maintenance or repair.

The central office in San Francisco contains about 15 employees, which includes draftsmen, engineers, superintendents, and the usual complement of support personnel. In charge of the Pacific Coast is Ted G. Anderson, who holds a B.A. degree from Colorado and has been in the waterfront business since 1937. Anderson joined Healy Tibbitts in 1945 when wartime service overseas with the Radiation Laboratory of M.I.T., for which he was awarded the Sells and Forbes medals.

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$10 MILLION DRAINAGE PLAN

A $10 million drainage and irrigation system for southern Yuba County is a study in the Yuba River basin. The study, which is still in the planning stage, would be designed to provide 10-year flood frequency and to irrigate about 47,000 acres of land for agricultural purposes.

In construction would add to the Newhall Bar the project facilities included in its original concept. In addition, the drainage features were deleted because sufficient funds for their construction were not available. The local share of the project's cost, which would be $2 million, would be $1.5 million, depending on how much money is available from government sources.

Present farming in the area is based on a water supply from well and streams, which is no longer adequate nor economical because over-pumping of groundwater and inadequate drainage has reduced the water to the present level. In the past several years has lowered the water table to the point where increased pumping is required. It is planned to develop an alternate, more economical source of irrigation water. According to the study:

"Agricultural development in southeastern Yuba County is in the form of long-distance canals and ditches and the construction of diversion ditches from the rivers, along with new canals and ditches will be necessary. The total of these canals and ditches will be approximately $217 million, and operations and maintenance of the irrigation system will be estimated at $5 per irrigated acre.

The state government has also been working on a comprehensive drainage and irrigation project for this area. The project is estimated to cost $3.6 million, and operation and maintenance costs are expected to be about $5 per irrigated acre.

The study divides the southern section of the county into three areas:

1. The Yuba County Water Agency is operating for the service area No. 1, consisting of the land and water districts and the un-organized Flume area; Service Area No. 1; The De- nham District; and Service Area No. 3.

2. Reclamation District No. 784.

3. The study also includes the State and Federal programs.

The study concludes that utilization of State and Federal programs would be made possible by the construction of an irrigation basin system, through the region. It is expected that the program will be extended in the future.

The project would involve the installation of large capacity canals and ditches and the construction of diversion ditches from the rivers, along with new canals and ditches. The initial cost of this project would be approximately $121 million. In the second year, the project would be extended to include the construction of additional canals and ditches, with an additional investment of $51 million. The total cost of the project would be approximately $172 million, which is expected to be funded through a combination of federal and state funds.

The study also recommends that the project be implemented in phases, with the initial phase involving the construction of a main canal and ditches in the northwestern part of the county, followed by the construction of additional canals and ditches in the southeastern part of the county. The total cost of the project is estimated to be approximately $172 million, which is expected to be funded through a combination of federal and state funds.

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DODES SATELITES $3 Billion To Roads

The Department of Transportation has told Congress that $24.7 billion will be needed to build the federal-aid primary system nationwide over the next twenty years.

Filling the need for an updated federal-aid primary road system to the federal-aid primary system now in use in urban areas, the department has told Congress that such a system could be upgraded to accommodate the nation's growing transportation needs. The department notes that $24.7 billion will be needed to meet the needs of the nation's growing transportation needs.

Orovie Area News

At the present time, the County of Butte is calling for bids for realignment and surfacing work on the Oroville Quincy Road north-east of Oroville. The estimated cost of the project is approximately $600,000, that will be an extension of improved roadway of the project which Pinnow completed this past year.

Butte has not been able to start their project on Riverside Road due to the winter weather conditions and state of the project. This job should keep several Engineers busy for the next several months.

Coy F. Atkinson, controller of the city, has about 50 of the Brothers on an emergency state force account working at the Thermalito Afterbay. Apparently the added pressure of flood stage at the Thermalito Afterbay is due to the lack of flow in the Neches-Bay area and the neighboring farm lands when the water is released.

The Department of Water Resources drained the afterbay and called on contractor to assist in attempting an all out effort to evacuate sand pouches and lay in blankets of impermeable material.

While this was going on, at another section of the reservoir, a massive operation of Bennett Dam, a seeping compound of clay, was done. Several helicopters were used for unloading the compound to the water to hold the seeping out.

Also the contractor used a hydraulic pump to mix the sealer component being pumped into an adjacent pond. From here it was pumped into irrigation pipes to distribute the compound evenly over the ground.

The operation was on a two shift operation, seven days a week and the Brothers taking some nice pay checks. The P.G.E. was running the Bennett Dam to prevent any possibility of the dam failing and the need to start Unit 4 at the hydroelectric plant to generate power. Units 1-3 were temporarily reversed and used as a pump when the afterbay water level was lowered.

Oro Dam Contractors still has his New England project finished the site cleanup. Also a few H.R.D. are working gettin' the project into shape.

H. Earl Parker has been working between storms on the Oroville Road right of way at the old quarry site. Eventually the facility and several others will create a lot of fine recreation.

By HAROLD HUSTON, W. R. WEEKS, DAN HAMMOND and DOUG PAREL

Work in the Marysville District is still extremely slow due to the continuing high cost of labor and materials. It seems every time the contractors start to roll again we get another delay. We are very anxious to see the job get stopped the job. We know this can't last forever, and hope old man winter is on the horizon, but the construction is going to get the job in the near future.

We appreciate the special consideration that has been given to our job by the Department to the new dispatch procedure. All the Brothers who have regis-

tered and reported for work at the new location have commented on how much better they like the new system. If you have any questions, please feel free to contact us at the office.

Many Brothers have requested we again continue for this new location. Also, start an advanced First Aid Course. If you are interested, please give us a call and we will do our best to have one possible. We have some instructors available from Interna-

tional who will be here for about six weeks. We will have at least 15 in each class. Last time we had classes in Marysville, Orv-

oville, Chico and Paradise.
Kiewit Sets Three Shifts On Siskiyou Dirt Spread

By LAKE AUSTIN and LOU BARKES

Work in the southern area of District #7 has started with a bang in the last two months. There are only two shifts now, and both are full of sunshine. Some of the jobs from last season are near to being finished on the dirt spreaders, and some new jobs have just started. There are all indications that this should be a good working season for the company.

Harra Construction is getting ready to start the big crushing job for the Railroad Co. in Camp. Ever since we had two scrapers spread out the big dirt, the greens have been out digging the dirt that the scrapers had to throw. The company is about ready to ship to the trimmers and liners. The paving season could be short and the crews will probably work long hours on it.

Foster and Dutton are still working on the synph sections on the dirt spreaders, and the crews on working on this job seem to be working good hours. The company also has some great guns in their inventory and they all seem to work well. We're all doing our part to get the job done and we're all doing our best to keep going.

Very soon our Belly boys are going to have a big job over on the Pacific Highway. They will be using a load of sand and dirt to build a big new wing and a levee on the levee. They should go the rest of the year on this job. The Dredge "San Mateo" is still tied up in the yard at Stockton where the company has a small crew and getting things ready for when they hit their next job.

DUTHA DREDGING COMPANY—have their "Sacramento" and "Alameda" back and they are back working on the project. They have a big crew and they have a big job ahead of them. They seem to have an esprit de corps and those who work for them. It seems to be a trademark of the company as far as their attitude.

They have some drilling that seems to have an esprit de corps and those who work for the company as far as their attitude.
Labor Leaders Seek Halt In Medical Care Gouging

WASHINGTON—"Uncontrolled runaway escalation of medical costs must be halted," the AFL-CIO Executive Council said in a statement warning that $100-a-day hospital charges "will soon be typical."

The federation said the "one-shot" approach to controlling medical costs by doctors and inefficiency in hospitals is national health insurance. But it urged "immediate consideration" of a seven-point program aimed at "prudent spending" while maintaining the quality of medical care.

It asked these "specific steps":

1. Promotion of comprehensive group practice prepaid plans which have proved their ability to provide quality health services at minimum costs.

2. More efficient utilization of doctors, nurses and other health personnel, as a "supervised" service.

3. A negotiated fee schedule for all physicians participating in federal programs and preferably a system whereby patients pay net the same for their care, including physicians services, hospitalization and extended care.

4. Reimbursement of hospitals for other government programs on an "average cost" basis which would reward the efficient and penalize the inefficient.

5. Ending the artificial distinction between the hospitalization and doctor bill insurance by "establishing a single system of financing both, requiring no additional out-of-pocket payment from beneficiaries."

6. Authority for the Food & Drug Administration to evaluate the relative effectiveness of drugs and a requirement that hospitals participating in government-financed programs purchase drugs 'as soon as the competitive bid where there is no difference in effectiveness."

7. Hospital supervision over physicians using hospital facilities.

Congressional leaders have indicated that medicare and medicaid programs and unions haven't negotiated for health benefits "to enrich physicians and other providers of medical care," the council declared.

"Any maximum cost of the supplementary medicare program was "a cruel financial burden on the elderly," the statement said.

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**JOB STEWARDS APPOINTED**

April 5, 1966, through May 3, 1967

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**SAFETY COMMITTEE APPOINTED**

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**RULLES FOR SUBMITTING ADS**

- Any Operating Engineer may advertise but any individual may advertise in any PERSONAL PROPERTY to be sold. The ads must be accepted for rental, personal service or equipment.

- PRINT OR TYPE the wording you wish to appear in the white space of the paper. Smiling yourself to 50 words or less will be accepted in the following categories: Name, Address, Phone Number, Company Address, and Date.

- Send your ads to the Classified Editor, P.O. Box 702, MALIBU, Calif. 90265.
By WALTER TALBOT, AL McNAMARA and JIM CENTRY

Work in the Stockton area is slowly getting under way in earnest this month. With the jobs already let and those yet to be let in 1968, employment should be provided for many of the members in this area.

Gordon H. Ball, Inc. was the low bidder at $814,000 on the grading and surfacing of twelve miles of four lane freeway and 17 bridges at Tracy. Archer Construction Company, Inc. has sub-contracted all the dirt work from Gordon H. Ball.

H. Earl Parker was low on the Mormon Slough job from Jacob-Tone Road to Belles. This job consists of clearing, new levees and irrigation drainage structures and will keep approximately ten engineers working through the summer. Triangle Construction Co. is doing the clearing. Claude C. Wood Co. of Lodi was low bidder on two jobs in Amador County. Work will start on the Ridge Road east of Sutton Creek some time in May. The other job, consisting of road work, is at Pardee Reservoir and will start immediately. In Calaveras County, Wood Bros. has a crew working on sub-division streets and will be there all year.

Pacific Cascade Land & Cattle Co. are buying land in Calaveras and Tuolumne Counties and will sub-divide it into 20 acre ranchettes. Once they get all the duties figured out, this job should afford work for quite a few Brothers.

Burchett & Good, on Red Lake Grade in Alpine County, have about three months work left on their job. They will continue working as soon as they can get the snow cleared out of the Pass. Their next job will be a new road to be let at Calaveras Big Trees, but it looks like the Parks Service will have to let this job on a time and materials basis.

Teitcher & Ten, S. M. McCaw Co. and Cal-Western are keeping their crews working on a number of jobs in Stockton, Tracy and Manteca.

Tom Hess, Inc. on the Stockton By-Pass has four engineers working, getting things ready for the bid to start. All the fill for this job will be barged in from Rio Vista, unloaded on the levees and trucked to the job site.

MODESTO NEWS

Industrial construction in the Modesto district is booming, and there are many new projects that might bring about many months to come.

Currently under construction or about to start are industrial plants and plant expansion projects totaling more than $8 million. Not only is the construction activity itself tremendous to the community, but the resulting manufacturing activity will create nearly 800 new jobs during the next 18 months and probably twice that during the next five.

While many of these new jobs will be seasonal, almost a fourth of them will provide year-round employment.

Two new industrial plants are presently being built, a $1 million west coast facility for Marine Division of Marmonte Corp. and a $400,000 warehouse and labeling room for Del Monte Corp., at Yosemite Boulevard and State Road 87.

The Del Monte facility will be a 35,000 square-foot, $1.7 million multi-million dollar facility which is expected to be under construction later this year. The expansion came to operation for the 1969 tomato canning season.

Tri-Valley Growers recently announced that they would build a superrefrigerator in Modesto at a cost of $10 million over a period of the next five to ten years. Just as important as new industries bringing in new and expanding the economy of the area is the expansion of those already here. Many new jobs are created each year through the expansion of existing industries.

Among expansions presently under way are Tri-County Vegetables, a member of the Bird's Eye Vegetable Concentrates, a part of the Bird's Eye Division of General Foods Corp., which is just completing an expansion of its main freezing plant in San Francisco.

CVCS plans to begin construction now on a $1 million square building for a frozen food operation. The company expects the facility to be in operation this fall.

R. E. & J. Gallo Winery, which last year spent nearly half a million dollars constructing glass-lined steel tanks for storing wine, has begun construction of a 60,000 square foot building for a bottling operation and warehouse expansion.

Soon to get under way is a new Butte JC Oklahoma

CHICO—A Master Plan is currently under way for Butte Junior College, a community two-year school that will serve Butte, Glenn and Yuba counties.

Students at Butte College now commute to Shasta and Yuba counties for higher education and the new expansion will be expected to correct these current needs as well as providing for the future.

Work on the construction and planning of the new junior college, classes will start in the fall of this year at Durham High School when that facility becomes available at the result of a newly built center.

Some 2500 students will be served in the first phase of the program in an ultimate capacity of 5000.

OAKLAND

At this time we would like to offer our sympathies to the wife and children of Tim Kelly of Walnut Creek who was recently killed in an industrial accident while working for Bob Smith Construction Co.

MARSIVILLE

Hospitalized this month were Bob Gwin, Ray Basumussen, Harold J. Jr., Ron Stenross, Joe Franklin and George Overstone. Hope they are all back on their feet at this time.

Our condolences to the families of Harry F. Woden and J. C. Smith, both of whom passed away this month.

Mr. Harold Huntton, Officers and Members of Local No. 3 1010 1 Street

Marysville, California

Now Meet In Session

I want to thank you for the beautiful Bible you sent me.

It was a very pleasant surprise and I want you to know that I do appreciate it so very much and will cherish it always.

Very sincerely,

Mrs. Anna Baker

STOCKTON

Our deepest sympathies are extended to the family of 2nd Class A. Thomas, who passed away last month.

Brothers James Briggs, Joe Sherman, Mike J. Fredricks and Calvin S. Kee were either hospitalized or under a doctor's care this past month.

SAN RAFAEL

Our best wishes to the following members who have been on the "sick list":

Bro. Ted Hicks who was in the hospital and is now home recuperating.

Bro. Frank Crawford who was in a car accident—and at present is at Queen of the Valley Hospital in Napa.

EUREKA

We send our deepest sympathy to the widow and relatives of Brother Chester Dryden who passed away on April 13, 1965. Brother Dryden had retired only last October.

We wish to thank Brother Fred Adams, who donated blood this month to the Operating Entegens Blood Bank.

SAN JOSE

We would like to take this opportunity to thank Brothers Bill Closs, Arthur Hansehberg and Mrs. Mary Hansehberg for their donations to the Santa Cruz Chapter Blond Bank.

Our best wishes for a speedy recovery to Brother James Adams. We are happy to report that the member who was on the HIS Doctors Hospital is now convalescing at home.

We wish to express our condolences to the families of the following brothers who recently passed away: Raymond Cruz and James W. Neal.

Our congratulations to Brother Charlie Ramsey who is the proud father of a baby girl.

Brother Gene Colings is the proud owner of a 38-ft. fishing boat.

Our best wishes to him in locating the salmon schools.

FRESNO

We wish to extend our deepest sympathy to the family of Brother Norman Bolton.

H. M. (Oakie) Williams is ill in the Oklahoma City Hospital, Oklahoma.

Our congratulations to the James Adams family on their new baby girl.

SANTA ROSA

Our deepest sympathies are extended to the families and friends of Brothers George Swalley and George Harrah, recently deceased. These brothers were both Ruco employees, and will be sorely missed by their friends and co-workers. Congratulations are in order for Brother Don Ellis and his wife, on the newly arrived 7 pound 14 ounce baby girl.